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IRREVOCABLE FIGURES

SOVIET RUSSIA IN ECONOMICS
AND FINANCE.

1922-1923.

INDUSTRIAL BANKRUPTCY.

The following interesting analysis was recently contributed to the *Peking & Tientsin Times*:

Realising their impotence to give any direct effective assistance to the Russian agricultural classes, the Communists were obliged to make a bid for the restoration of some kind of economic balance in the domain of industrial production. This led them to inaugurate two years ago the famous "New Economic Policy" (N.E.P.) consisting in the denationalisation of interior commerce, and small industries (under strict governmental control), in the reopening of some banks subsidised by the state treasury, and in the collection of taxes in kind. This partial measure raised hopes of Russia's economic rehabilitation abroad, brought to life numerous speculative ventures in the towns, thus creating the semblance of a brilliant, but short lived revival, and contributed to the enrichment of a series of "nouveaux riches" who were well in with the authorities, being mostly recruited from the ranks of Soviet officials.

How limited in its application this measure was, however, appears from the reports of comrade Kamenoff, replacing Lenin as President of the People's Commissars at the 7th Congress of Soviets (December 23rd, 1922), in which he said:—"The Soviet Government administers all the land, the forests, all the railways (63,000 versts—about 40,000 English miles), all external commerce and all the large industries; that is 430 trusts, consisting of 4,100 enterprises and employing 1,300,000 workmen. Adding to this the number of workmen employed on railways and in other nationalised enterprises, we will find that the army of State capitalism amounts to 3,000,000 men, while private capital disposes only of an army of 70,000 men. The role of private capital is more important in interior commerce, where it represents 35 per cent. of the total turnover." (Quoted from *The Economic Life*, Moscow, December 24th, 1922).

Thus the overwhelmingly greater part of the national industrial assets remain in the hands of the Soviet Government, which is as much afraid as ever to let their direct control slip out of their hands, for that would mean the restoration of powerful units, whose management would be anti-communist in its tendencies.

The results of such policy could not be otherwise than disastrous. The Russian industries, yielded, before the war, directly or indirectly, a net income to the Government of over 800,000,000 roubles gold a year, gave the Soviet Government only 25,000,000 roubles gold for the first nine months of 1922. This latter sum is, moreover, entirely illusory and could represent a net revenue only if it was taken from the actual profits of the enterprises concerned. As the latter are, however, burdened with an ever-growing deficit, as we will see below, these 25,000,000 roubles, collected as taxes and dues, are merely an addition to the deficit of the enterprises subsidised or run by the Government, and whose deficit the Government therefore has to bear. Comrade Sokolnikoff, the Commissar for Finance, informed the last session of the Soviet Central Executive Committee (V.Z.I.K.) of the expenditure the Soviet Government has to face so as to cover industrial deficits, he announced that 40 per cent. of the total paper money issued during the last nine months of 1922 that is to say, no less than 225,000,000,000,000 (225 trillions) roubles, had to be devoted to this purpose, and that another 452 trillions roubles had to be given by the Soviet Government to industrial enterprises during the same period as long term loans, so as to keep them in a working condition.

The pitiable figures of the total output of diverse industrial enterprises for the year ending 1922, as compared to 1913, give a corresponding picture—the output of coal was 15 per cent. of the pre-war output, that of cast-iron—4 per cent., of all metals—7 per cent., of iron ores—2 per cent., cotton piece goods—13 per cent., woollen stuffs—15 per cent., linen—30 per cent., silks—2 per cent., tin—1 per cent.

Before the war Russia counted over 7,000,000 workmen employed in industrial, railway and other enterprises. Comrade Kamenoff, as we have seen before, puts the same figure now at 3,000,000. We must not forget, either, that the individual capacity for production has greatly fallen off, and that many workmen resigned themselves to working for low wages, because they had, until recently, the privilege of receiving part of their pay in the shape of a fixed alimentary ration. Since this essential privilege has been done away with (November 1st, 1922), the desertion of workmen from the places of their employment has become epidemic, notwithstanding stringent passport regulations, strict measures of "industrial mobilisation" and compulsory work, etc. Nor is such an exodus surprising, when one realises that the workmen's wages have been reduced (with working days sometimes as long as 14 hours), to 50 per cent. 35 per cent. of the pre-war amount (on a gold basis) and that arrears in pay lag on from 3 to 4 months. Even before the alimentary ration was abrogated, the number of unemployed in the towns of Petrograd and Moscow alone was 20,700 in January 1923, and this figure had risen to 104,800 in September last. (Quoted from *The Economic Life*, Moscow, December 21st, 1922).

TRANSPORTS.

We quote the following figures applying to December 1st, 1922, from a report of the Soviet Central Statistical Committee published in the *Commercial and Industrial Gazette*, January 14th-26th, 1923, Moscow.

The mileage of railways in Russia 63,719 versts.

The mileage of inland water communications 233,334 versts.

The mileage of metalled roads 10,104 versts.

or 0.34 "versts" of railway to every 100 square versts, against 13 versts in England and 11 versts in France and Germany.

LOCOMOTIVES.

Total 18,946

Employed by the War Communism 368

For passenger trains 929

For goods, military and sanitary trains 2,818

Station service and manœuvring 1,963

Out of employment 704

The percentage of "sick" locomotives during the year 1922 varied from 63 per cent. to 57 per cent., with an average repair of 800 locomotives every month.

In 1922 nine locomotives worked on every stretch of 100 versts of rail, against 22 in 1913, 20 in 1918, 16 in 1919, 13 in 1920 and 9 in 1921.

CARS.

Total (including 23,884 cisterns) 420,058

Employed by the War Communism 13,504

Employed on the railways 223,610

Out of employment 12,078

Used as living quarters or store rooms 16,341

Station service 10,424

Under repair, or waiting repairs 130,101

The percentage of "sick" cars during 1922 varied from 34 per cent. to 28 per cent., 400 cars were used on every stretch of 100 versts, against 700 in 1913, 900 in 1918, 700 in 1919, 500 in 1920 and 400 in 1921.

In 1913 a locomotive's daily run was 112 versts, in 1918—55 versts, in 1919—64 versts, in 1920—56 versts, in 1921—70 versts, in 1922—from 63 to 84 versts.

The daily run of a car in 1913 was 30 versts, in 1918—28 versts, in 1919—34 versts, in 1920—34 versts, in 1921—27 versts, in 1922—from 27 to 41 versts.

The total transportation of goods has given the following results in billions of pound-versts:

1913 4348

1918 810

1919 1002

1920 772

1921 776

Sept. 1921-Oct. 1922 838

The amount of goods transported in 1913 was 5,046 million pounds, in 1921—2,286 pounds, but the monthly loadings began to show a certain increase towards August 1922. The number of passengers transported during the first six months of 1921 was 50,648,000, and 37,436,000 during the first six months of 1922.

These figures show that the Soviet Government has succeeded in bringing a standstill, as compared to 1921, the deterioration of rolling stock, and has achieved some progress in the efficiency of its work.

The heavy cost, however, of these measures of salvation appears from the budget of the Commissariat of Transport for the year 1922-1923, approved on January 5th 1923, as follows:

RECEIPTS.

From Railways 293,308,000

From inland waterways 39,224,540

Taxes in ports 1,000,000

Other 240,300

332,781,840 roubles gold

EXPENDITURE.

Operation of railways 328,438,032

Operation of waterways 666,230,132

Constructions and repairs 80,830,782

Fuel, sleepers, rails 49,613,000

Upkeep of waterways 19,245,581

Upkeep of ports 11,483,560

Upkeep of roads 14,382,108

Locomotive repairs 10,636,290

Professional education 8,893,073

Salaries of Central Administrations' employees 1,263,350

Researches and congresses 279,200

New locomotives 7,000,200

Social insurance 21,792,175

Other expenses 9,349,787

639,538,100 roubles gold

Deficit 306,756,350 roubles gold

Comrade Dzerjinsky, Commissar for Transport, moreover declared in autumn last (*The Economic Life*, Moscow, October 4th, 1922) that the interior debt of the railways had risen to 4,000,000,000 roubles, two thirds of which were due to the metal trust and the balance to other trusts.

It has also to be considered that the Russian railways are still largely existing on their old stocks and equipment and that lack of funds limits the purchases of new materials and repairs to an insignificant minimum. Thus, the President of the Congress of Russian Engineers' Unions, Engineer Finissoff, estimated at the end of 1922 that 40,000,000 sleepers had to be replaced on the Russian railways, i.e. one quarter of their total number. Most double tracks have been torn up to provide the rails for the repairs of lines under operation. It would be nearer to actual facts to estimate the total transportation of goods, which the Soviet statistics show at 20 per cent. of the pre-war figures, at 10 per cent. of the same figures. It is not to be wondered, under these conditions, that the Soviet authorities consider closing a number of less important lines for traffic up to closing all railways of the 3rd category (e.g. 29 of the South-Western Railways, for one instance).

Shipping in Russia is reduced to 50 per cent. of its pre-war tonnage, cart transport disposes of no more than 25 per cent. of the horses it employed before the revolution.

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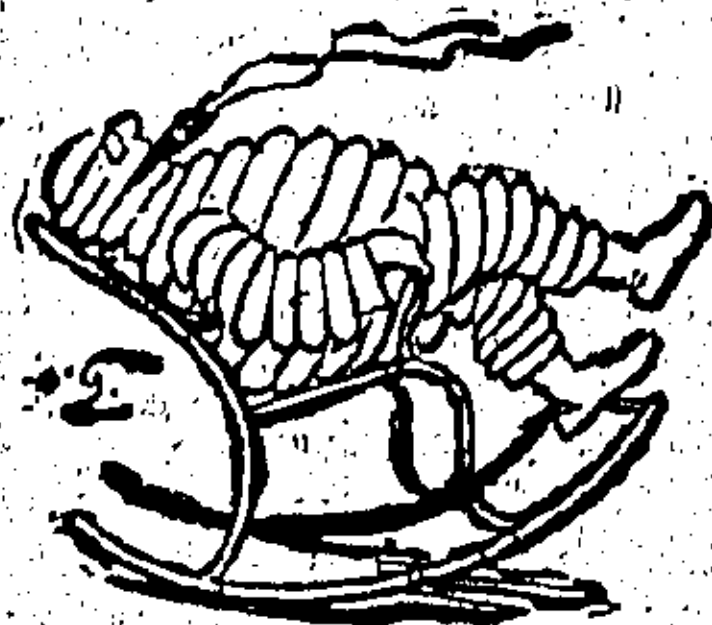
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PLAYING THE GAME IN CRICKET.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, July 3rd.

A few demonstrations of the spirit which prevailed in Scottish Cricket last week, and the past time would speedily gain the popularity and the patronage accorded it in the more lofty English circles. In three of the most important matches on the programme, two of them with championship points attached, the side batting first closed their innings and gave the opposition time to win—or get out. Two of the recipients of this generous spirit took full advantage of the concession, went bald-headed for the runs and got them; and in the third instance, George, after making a valiant stand, fell short of their endeavour and lost to Drumpellier in the closing minutes of a long day. Too often our cricketers have been reproached for their caution and lack of true sporting spirit, and it is, therefore, pleasant to hail the advent of a new attitude. Folke, Greenock, and Drumpellier, played the game, played cricket in fact, in accordance with its best traditions, and if Polo and Greenock lost they gained more in their defeat than they could by many victories.

All over scoring ruled high, and John Kerr (Greenock), W. Plumptre (Ferguslie), A. G. Waddell (Drumpellier), J. Russell (Forfarshire), and Flight-Lieutenant Shatter (Cupar) exceeded the hundred and Kerr indeed had the queer experience of scoring 141 not out, and yet being on the losing side. Nowhere was the scoring bigger and faster than at Paisley, where only eight Greenock and Ferguslie wickets fell for an aggregate of 471 runs, an average of over 58 runs per wicket, compiled at the rate of 95 runs per hour.

Scottish Counties Championship:—
Fifehire, 118; Aberdeenshire, 84.
Sterling County, 199 for 9 closed; Clackmannan County, 120 for 5.

Western Championship:—
Clydesdale, 197 for 9 closed; Kilmarnock, 120 for 5.

Schools Championship:—
Merchiston, 205 and 113 for 4; Loretto, 208.
Perthshire, 201 for 8; Brunswick, 117.
Grange, 90; Forfarshire, 233 for 9.
Carlton, 138; Scottish Counties XI, 122.
Durham University, 129; Edin. University, 283.

Drumpellier, 284 for 8 closed; Grange, 207.
Perthshire, 226 for 6 closed; Renfrew, 101.
Watsonians, 63; Stewartians, 167.

LADIES' GOLF CHAMPIONSHIP.

Mrs. W. H. Nicolson, a member of Murrayfield Club, Edinburgh, won the Scottish Ladies' Championship at Lossiemouth. Thus a new name is added to the list of champions. In the final she beat Mrs. J. B. Watson, also a Murrayfield member, by 2 and 1. She was throughout the steadier player of the two. An Edinburgh lady, formerly Miss Ella Anderson, she learned her golf mostly at Gullane. She was married while in her teens, and went abroad, first to Uganda and then to India, where her husband was an officer in the Indian Army. She played golf a little in India, and won a provincial championship there, and once, when home on holiday, she entered for the Ladies' Open and went to the round before the semi-final. After her husband's death in Mesopotamia she came home and resumed her place in Scottish Ladies' Golf. Two years ago she won the Gibson Challenge Cup, which constitutes the Edinburgh Ladies' Championship. Mrs. J. B. Watson has been champion in this tournament for the last three years; but she has been playing rather slackly during the past week.

MR MARCONI ON WIRELESS.

HINTS OF DEVELOPMENTS.

Addressing, on June 27th, at Brentwood, a large party of members of Parliament of the Industrial Group who visited Radio House, and the receiving and transmitting stations of Marconi's high-speed wireless telegraph service, Mr. Marconi made his first public reference to the experiments which he had been conducting on the West Coast of Africa. They had, he said, gone far to convince him that by means of radically new devices which he had tested between England and the tropics, long-distance signalling could be made more rapid, more efficient, and more economical. He prophesied a complete revolution in many of the methods hitherto adopted, adding, "I am very optimistic about it, and I am not ashamed to say so."

The visitors saw at work the various time-saving devices, which secure speedy dealing with a message handed in for transmission or received from overseas, and the up-to-date instruments employed in connection with service. Messages of greetings were sent from here to the Ministers of Commerce in the United States, France, Canada, Switzerland, and Spain, and replies were actually received in some cases before the party had left the station. At Ongar they were shown the wonders of the transmitting stations, with their lofty aerial systems spread over a large area, and the receiving station at Brentwood, where a new type of apparatus is at work which is claimed to be very successful in filtering out atmospheric interference. Simultaneous reception can be carried on from four Continental stations and from six Transatlantic stations.

HONGKONG SHARE MARKET

CLOSING QUOTATIONS

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Hongkong and Shanghai Banks 1,107 1/2
Union Insurance 220 b.
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China Sugars 210 b, 219 ss.
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Kowloon Wharves 158 1/2 b.
Shanghai Docks 89 b.
Ewo Cotton Mills 11 1/2 b.
Cements 27 b. & ss.
Dairy Farms 25 1/2 b.
Watsons 21 b.

The street collections in London on Alexandra Day on behalf of the hospitals of London amounted to £24,113.

CRICKET IN POETRY.

"WHEN I AM OUT."

The poets of cricket are and have been many, writes Mr. P. C. Standing in a home weekly. It is not heresy, I hope, to hazard a conjecture that those of today are a fraction less ponderous, and at least not less tuneful, than those of yesterday. For example, the unquestioned ponderosity of one "James Love, Canadian," who in 1746 perpetrated the lines, beginning:—

Hail, cricket, hail; thou manly British game.
First of all sports, be first alike in fame!
To my fir'd soul thy busy transports bring,
That I may feel thy raptures while I sing!

is undoubtedly accentuated by comparison with such strains as, for example, the roses and raptures of Mr. Norman Gale's:—

When Surrey laddled out defeat,
Who did it?
When Nottingham and Kent were beat,
Who did it?

Lohmann did, George Lohmann,
Something like a yeoman,
Neither fast nor slow man—
George!

Several of the happiest parodies have been perpetrated by the cricket poets. This was perhaps "inevitablest of all" in the case of Walt Whitman: "The return to the pavilion, slow and sad at first; gently breaking into a run amidst a tumult of applause; the doffing of the cap (without servility) in becoming acknowledgment," etc. As for Swinburne, none other than Andrew Lang took him in hand:—

The burden of hard hitting, slog away!
Here thou shalt make a "five" and there a "four,"

And then upon thy bat shalt lean and say
That thou art in for an uncommon score.

When the umpire gives thee "leg-before,"

"This is the end of every man's desire."
The gist of what is perhaps the best of Mr. E. V. Lucas's cricketing parodies may be gathered from its opening phrase, "O to face fast bowling on a perfect wicket," while Mr. F. B. V. Christian was in not less happy vein with "When I Am Out":—

When I am out, my scorers,
Write no sad noughts for me;
And if I score a fourer,
Oh write not down a three!

And if I fail to get one,
To me some other's set;
Thus, if I score, remember,
And if I don't, forget.

It is claimed that Mr. Coulson Kernahan was the first writer to apply the triquet to the greatest of games:—

I stepped in to drive,
And the umpire said, "Out, sir!"
Being last of the hive,
I stepped in to drive.

For we wanted but five,
And had made them, no doubt, sir;
But I stepped in to drive,
And the umpire said, "Out, sir!"

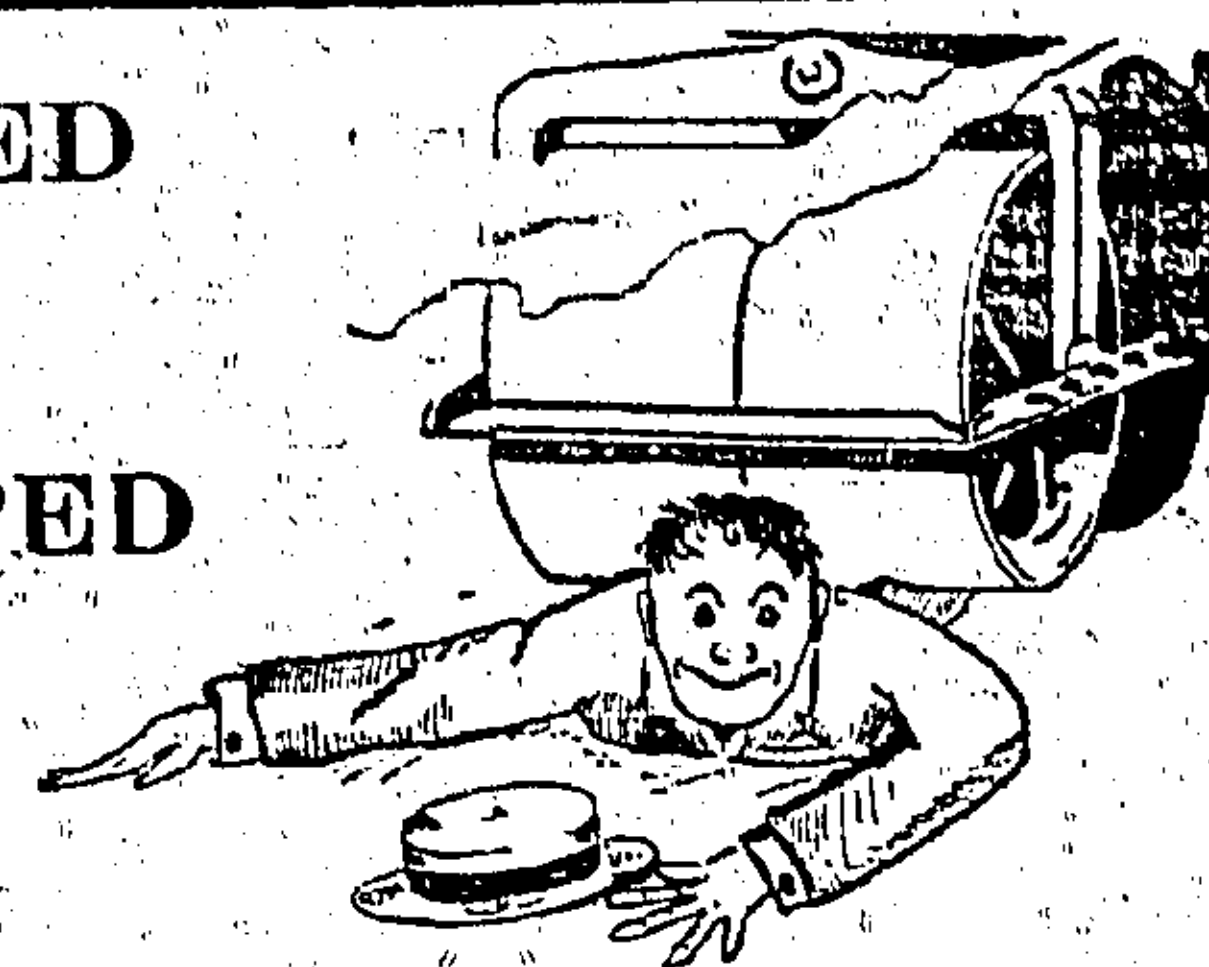
Mr. G. F. Wilson, in his little booklet "Cricket Poems," describes a hit for six which he tells in six expressive lines:—

An instant delayed;
A rosy light delayed;
I ropt, and a willow blade
Flashed like a golden share,

Flashed—and a throbbing star
Wanted to a spark, a star.

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HONGKONG.

FAR EAST PROBLEMS. THE COMING CLASH OF COLOUR. NEED FOR NAVAL BASE AT SINGAPORE.

A Special Correspondent, of the London
Morning Post has contributed the follow-
ing article on this subject:

In five preceding articles already pub-
lished an attempt has been made to sketch
the various forces at work in the Far
East, which are, as it were, boiling up
for the redistribution of racial power.
The main factors would appear to be:

(a) Japan's overpopulation and conse-
quent need of an outlet in men and
material;

(b) Russia's return to Oriental in-
terests;

(c) Bolshevik propaganda against
European nations as the oppressors of the
Asiatic peoples;

(d) America's isolated position in the
Philippines; and

(e) The slow but inevitable dawn of a
new equality between East and West.

Without any desire to appear unduly
alarmist, it is impossible to resist the im-
pression anywhere in the Far East that a
clash of colour is imminent, since West-
ern education is having its effects, and the
Oriental no longer regards the American
or the European as a miraculous being.
Every concession by European Govern-
ments to native races is looked upon in the
bazaars from Bagdad to Tokyo as a sign
of weakening, with the result that strikes
against Western administration or super-
vision of industry are rapidly increasing
in frequency, with the signal instance of
the Hongkong strike as an example of
what combined native action can achieve.

Any loss of prestige, therefore, at this
juncture is even more than usually
serious, while it must never be forgotten
that the Oriental goes almost entirely by
what he sees at close quarters and not by
what he may be asked to believe at a
distance of some 10,000 miles. A good
instance of this is the enforced economy
in Naval affairs which has of late made
it impossible for Great Britain to keep up
in the China Seas a fleet of the same pro-
portions as before 1914, at the same time
as similar cuts in the Army combined
with the critical situation at Constan-
tinople have weakened British military
power in so far as the maintaining of
white battalions in the China command is
concerned. We who live in our own coun-
try know that neither of these visible
signs of retrenchment really indicates a
loss of power, but the native mind sees in
them an inability to keep up the might
of Britain on the old lines, and therefore
envisages an actual loss of grip. An
adequate fleet with an adequate base and
all the pomp and circumstance of a pro-
sperous and dignified power would do far
more to secure Western interests in Asia
than all the diplomatic notes in Christen-
dom, and from this point of view alone
the desire to make Singapore a great
naval centre is therefore a great Imperial
conception.

But there are other reasons why this
proposal should not lightly be turned
down. The distance from London to
Hongkong by sea is 10,112 nautical miles.
From Hongkong to the Southern Islands of
Japan proper (not Formosa), very
little over 1,000 miles. The distance from
Hongkong to the United States side of the
Pacific, to Manila is 4,840 miles, a transit
which, except for the Island of Guam,
1,500 miles short of Manila, passes either
through or perilously close to Japanese
mandatory waters. Formosa lies as a
fortified outpost of Japan within 500 miles
of both Hongkong and the Philippines,
and it is thus obvious that in the event of
hostilities in the Far East neither England
nor America could under existing con-
ditions reinforce their possessions in the
China Seas in time to counteract mis-
fortune. Both Hongkong and Manila
fall into the *status quo* area of Article 10
of the Naval Treaty drawn up at Wash-
ington; so, indeed, does Formosa, but the
main Japanese Islands are, like Singa-
pore, outside that area as effectively
defined by the Treaty. Singapore is only
1,410 miles from Hongkong, and lies geo-
graphically in such a position that a pro-
per naval base there established could not
only receive reinforcements from Europe
without danger of difficulty, but also pre-
tect the vast interests of British trade
which stretch from Borneo to the Aus-
tralian coast. An intelligent study of the
map, combined with the atmospheric
education of Conrad's novels, will speedily
convince those who have not seen Singa-
pore of the immeasurable importance to
Far Eastern trade, welded by this port
established by the genius of Sir Stamford
Raffles. Through the narrow waters of
the North-West that lie between Sumatra
and the Malay peninsula come all the
ocean-carriers of European commerce, and
radiating to North, East, and South-
East from Singapore roads spring the
vast ramifications of the Island trade that
stretch right down to Australia and the
South Seas themselves. The Dutch and
the British flags predominate in these
waters, and it is worthy of note that the
former are fully alive to possible develop-
ments in the Pacific and are rapidly put-
ting themselves into a state of approxi-
mate local security. Since they can have no
fear of English or American interference
it may be surmised that they anticipate
much the same developments as these
articles are meant to foreshadow.

HONGKONG'S TRADE.

At Hongkong, on the other hand, is
all the trade from Europe
to China, and Japan, a large Western-
owned China coasting trade, the Australi-
an trade, and the trans-Pacific trade with
Canada and America, either direct or via
Chinese and Japanese ports. But Hong-
kong, without the backing of Singapore, is
so isolated that her tenure of possession
against an aggressor from the north would
merely be a matter of hours. Before the
Great War she might have defended her-
self successfully against an ordinary en-
emy, but she is now precluded by the
(Continued at foot of next Column.)

BUMPER CROPS ANTICIPATED. AUTUMN HARVEST MAY REVIVE MARKETS.

All indications from the provinces are
that the autumn crops will not only be
excellent, but what the Chinese call
pu cheng or "eight-tenths" which means
a very good harvest "ten-tenths" being
practically unattainable. In a number
of districts the crops are so far advanced
from the abundant rains, and lack of
excessive heat that they portend a year
of excellence such as 1900 when, in spite
of the Boxer outbreak, enormous crops
were garnered.

What good harvests mean in China poli-
tically as well as financially is partially
disclosed by the estimates of the tonnage
produced in Chinese territory. Twenty-
five years ago an elaborate estimate of
the rice-crop based on Burmese and
Siamese returns, gave China an annual
rice-output of forty million tons. Since
then acreage has increased and the total
cannot be less than fifty million tons.
The *ka liang* or giant millet crop is con-
siderably greater, for although there is
only one harvest of *ka liang* per annum
(against three and even four of rice) the
grain is heavier and the acreage larger.
Adding beans, Indian corn, sweet
potatoes, wheat, peanuts, maize, etc., one
statistician has concluded that China pro-
duces a minimum of half a ton of food-
stuffs per head of population or 200
million tons gross. Taking the field-value
of this produce at the very low figure
of \$50 a ton, we get a gross crop value
of \$10,000,000,000—say £1,200,000,000 sterling.

The wealth of China is thus the increas-
ing of her fields. A bumper harvest this
autumn will mean a revival of all markets
not later than September or October—
Far Eastern Times (Peking).

IS PROHIBITION IN INDIA PRACTICABLE?

The Bishop of Bombay in a written
statement for the Excise Committee, ap-
pointed by the Bombay Government deals
with the above question as follows:

If the situation was that the vast
majority of responsible people were
against the consumption of alcoholic
liquors and that large numbers of irrespon-
sible people abstained from them on
account of custom or religion, and that
only a relatively small number of people
consumed them, that was a situation which
did not exist in Europe and which pro-
vided all the conditions for a system of
Prohibition.

But there are other reasons why this
proposal should not lightly be turned
down. The distance from London to
Hongkong by sea is 10,112 nautical miles.
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Japan proper (not Formosa), very
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ting themselves into a state of approxi-
mate local security. Since they can have no
fear of English or American interference
it may be surmised that they anticipate
much the same developments as these
articles are meant to foreshadow.

From what has been heard of Australi-
an opinion since the Singapore policy has
been made known, there is nothing but
welcome there for a move which creates
such a definite index of intimate co-operation
in case of need with their naval
forces, and, freed from the disturbing
menace of a possible onslaught from the
north, Australia will be able to devote her
maritime interests to the immediate protec-
tion of her own coasts.

Another aspect of the Singapore scheme
is that it must add renewed strength to
the British position in India, since what-
ever untoward events might occur in the
big Indian ports as the result of mutiny
or revolution, a strong naval force could
quickly be flung northwards, irrespective
of what reinforcements were hurried out by
the Suez Canal. To the Indian, as to
other Asiatics, this very tangible reminder
of our strength would not be without
its effect, and it would be useless for
Russian agents to hoist the declining
power of Britain when no ships friendly
to Russia dared show their keels in any
portion of the Indian Ocean.

Similarly without any alliances or even
semi-official understandings, these respon-
sible for American rule in the Philip-
pines, and half their burden lightened
if they knew that their greatest friends
are in a strong enough position to stem
the Asiatic tide on the spot. No such
opportunity for the protection of the
Philippines is possible to America herself,
and she would be far more likely to work
in harmony with British trade interests
if she was thus sure of their mutual pro-
tection.

BRITISH PRESTIGE.

To sum up, the proper development of
Singapore as genuine British head-
quarters in the Western Pacific and on
the fringe of the Far East would be a
very present indication to Asiatics, gener-
ally that Great Britain intends to pro-
tect her interests and her nationals what-
ever other policy is proposed out there by
other nations; it would serve as a check
to that Bolshevik propaganda which
loudly proclaims the weakening of
European power; it would be a very
gentle gaze of friendship with America
for mutual defence; and it would stand as
one of the most important Imperial links
in the chain that binds Australia and
New Zealand to their Motherland. There
is indeed no question of aggression in this
proposition for adequate security at Singa-
pore; it is entirely a question of insur-
ance on behalf of the Western world
against war risks; and it is merely a
fortunate circumstance that England
alone of the Western nations is at the
moment able to take such this Insurance
Policy for the protection of Far Eastern
trade, and as a standing pledge of Occi-
dental prestige in the Orient.

"OLD RACE OF ARMAMENTS." LORD GREY'S FEARS. MEANING OF SINGAPORE.

An important debate on the question of
armaments took place in the House of
Lords on July 11th, and was rendered
notable by a grave speech by Lord Grey
of Fallodon. Lord Salisbury said that
the Government agreed that senseless
competition in armaments was a profound
evil, but in expanding our air service
the Government had not exaggerated one
iota of the case. If anything they had
erred in not going far enough. Never-
theless, he reiterated the desire of the
Government to secure an agreement on
the lines of the Washington Treaty.
Whenever the state of Europe was a little
less strained than it was at the present
moment, he said, the Government would
endeavour to carry out that policy, but
at present any representations would be
wholly unfruitful, and would almost cer-
tainly be misunderstood.

Lord Salisbury deflected the Singapore
project, which had been assailed, and
said that if it was admitted that Great
Britain must maintain a fleet, there could
be no grosser extravagance than to incur
enormous expenditure upon it without
making it usable. Could the Government
at the coming Imperial Conference, he
asked, tell the Dominion Ministers that
they proposed to make the fleet impotent
in the waters which watched their
shores?

Lord Grey viewed the tendency to
begin once more the old race of arma-
ments, with alarm. Welcoming the
emphasis which had been laid by Lord
Salisbury on the desire of the Government
to take the first opportunity to confer with
the other Governments for a mutual re-
duction of expenditure on armaments, he
admitted that for the moment the Govern-
ment had no choice but to put forward
a programme of increased expenditure
on the air forces. By an apt analogy
Lord Grey pointed the moral of the pre-
sent state of the defences of London.
Had the thunderstorm of a few nights
ago been an air raid, and we had been
as defenceless as we were now, he said,
we should have been within measurable
distance of revolution. Great Britain
was less liable to panic than any other
country, but we were more liable to a
state of panic arising suddenly if we were
defenceless with regard to the air than
with regard to any other arm.

The country was particularly sensitive
to air attack, for the reason that its vital
parts were more open to attack than the
vital parts of Continental countries.

Essential as expenditure upon the air
was, it was the beginning of a new com-
petition in armaments. It was a most
unfavourable sign for the future. If com-
petition in armaments began and proceed-
ed unchecked it would undoubtedly lead
to another war worse than the last, in
which all the countries would go down.
He would prefer, if we must perish, that
we should perish all in common rather
than that we should perish alone, but
he would like Europe to have a better
alternative. That was that they should
come to an agreement that this competi-
tion should not begin and increase again.

MEANING OF SINGAPORE.

The proposal to create a great naval
base at Singapore also caused Lord Grey
concern. There were two great naval
powers in the Pacific—the United States
and Japan. No one felt for a moment
not even in the United States, that this
expenditure at Singapore was a prepara-
tion against that country. It would be
much better frankly to admit that the
contingency was the possibility, however
remote, of war with Japan. But even
admitting that contingency was the ex-
penditure at Singapore, he asked, really
essential? With regard to the protection
of Australia and New Zealand, were the
Government really persuaded that a dock
at Singapore was a better way of pro-
tecting them than a naval base in their
own countries? It ought further to be
borne in mind that should that very
unlikely contingency come to pass and
something brought the British Empire
and Japan into conflict, it was going to
be a thing, so momentous—something
threatening Australia and New Zealand
—that it was as certain as anything
could be that it would be a race conflict,
in which the United States, as well as
the British Empire, would be involved on
the same side.

Lord Salisbury said there had been no
suggestion, so far as he knew, from any
Government calling in question either the
letter or the spirit of the Washington
Agreement in relation to Singapore.

The Marquess of Lansdown, Civil
Lord of the Admiralty, put forward the
point of view of the Navy, defending not
only the Singapore project, but also the
capital ship. Public opinion in the
Dominions and Colonies, he said, was
favourable to the scheme, and he an-
nounced with pride that the Federated
Malay States had decided to make a free
gift of the land required for the naval
base (2,250 acres) and the ground requir-
ed for the aerodrome (597 acres). New
Zealand proposed to vote £100,000 to be
spent either on Singapore or, on the
advice of the Imperial Naval authorities,
on some Imperial defence work in New
Zealand. There was also a considerable
chance that further contributions might
be forthcoming from other Dominions—
Times.

"LUSITANIA'S" GOLD.

The salvage steamer *Semper Paratus*,
owned by Count Landi, recently left
Dover in an effort to recover the
Lusitania's gold cargo. It is believed
that this amounts to £3,000,000. Count
Landi states that he has invented a new
diving apparatus enabling divers to de-
scend 600 feet. He will himself descend.
The *Lusitania* lies in 220 feet of water.
Other equipment includes electric sub-
marine lamps, pneumatic cutting tools
and blasting machinery.

THE LATE PRESIDENT HARDING. NECROLOGICAL SERVICES IN MARBLE HALL, MANILA. THE GOVERNOR-GENERAL'S TRIBUTE.

The three branches of the Government
Service—Civil, Army and Navy—on
Friday, August 16th, assembled in the
Marble Hall of the Ayuntamiento at
Manila to pay a tribute of respect to the
late President.

The Governor-General (Major-General
Leonard Wood) who occupied the Chair,
delivered the following oration on the
occasion:—

We are assembled, to-day, to pay a
tribute of respect of our late beloved
President, Warren G. Harding, and to
express to Mrs. Harding our deepest and
most sincere sympathy in the great loss
and sorrow which have come to her.

President Harding's untimely death,
coming as it did at this troubled period
of the world's affairs, is not only a
national misfortune but a loss to the
world at large; for it deprived the world
of a leadership which was striving for
a better understanding among the nations,
and the establishment of better conditions,
conditions which would tend to peace,
progress and good will among men. It
is a loss not only to the cause of inter-
national peace but to the cause of indus-
trial peace, peace among those great
struggling interests, labour, capital and
public.

President Harding was a man of
broad human sympathy. His interests
were not confined to any particular por-
tion of the people but covered all elements
of the population. He realized the inter-
dependence of labour, capital and the
public and he understood that all laws
designed to regulate and harmonize these
diverse interests will be largely unavail-
ing unless they embody the spirit of that
divine command, "Do unto others as you
would have them do unto you." He ap-
preciated also that this must be the
underlying spirit governing international
policy and international relations if
nations are to live at peace with each
other.

He stood for sound government under
the Constitution, for the maintenance of
those principles and policies which have
made us what we are as a nation; as
he puts it, "a return to normalcy," to
that condition which for long years
characterized our Government, a steady,
orderly conduct of affairs under the Con-
stitution, an America with her eyes on
God, her feet on the ground, her aspira-
tions high, and purposes just and fair.

He realized that America must be
strong with the strength not only of
richness but of organization and re-
sources. He was opposed to war, as are
all men who know anything about it, but
he realized that at times nations must
do their duty through war.

He strove to maintain our rights with-
out destroying our friendships. He was
tolerant but firm; constant in purpose
where he felt that the best interests of
America and the rights were concerned.

He demonstrated in his private and
official life and accomplishment the pos-
sibilities which America offers its citizens.
He was devoted to his friends and family.

He had a deep and sincere interest in
the welfare of the people of these islands.
He took great pride in their progress and
accomplishment and had always their best
interests at heart. He desired to see them
steadily progress. He understood and
appreciated their aspirations and he took
great pride in what America has done for
the Islands and realized the far-reaching
and helpful effect of her presence here.

He was a true American, a good citizen,
and a President devoted to the best in-
terests of his country, striving to keep
alive a strong national spirit, animated
by a sense of justice and a spirit of help-
fulness, an America strong, vigorous, just
and ready to do her part in the world
as she sees it. His leadership had gained
the respect and confidence of the civilized
world.

We can best honour him by living up
to these basic principles and policies for
which he stood and doing what we can
to make America what he wished her to
be.

God rest his soul in peace.

H.M.S. "RENOWN"

The mail cruiser *Renown* was paid
off at Portsmouth on July 15th, and will
undergo extensive reconstruction, at an
estimated cost of over £500,000. The
Renown carried the Prince of Wales on
his tour of India, Malaya and the Far
East. Special provision was made in the
Washington Treaty for the rebuilding of
this ship in a similar manner to her
sister, the *Repulse*. They were two of the
"high-lush" ships and were very thinly
armoured in order to reduce their draft
to a minimum and enable them to operate
in shallow waters, being designed to take
part in operations in the Baltic projected
by Lord Fisher.

THE VALUE OF GOOD SIGHT

cannot be over-estimated. Sight stands
for everything that is valuable or enjoy-
able in life. You cannot tell if your eyes
are right; you may see well yet have
defective eyes. If you wish to have your
eyes tested, the Refracting Room of The
Hongkong Optical Co., successors to
Clark & Co., Refracting and Manu-
facturing Opticians—the most competent
optical establishment in South China—
located in 53, Queen's Road Central—
is at your service. They have the equip-
ments to test your eyes accurately.
Testing the sight and fitting glasses is
their specialty.—Adv.

THE FATAL MOTOR ACCIDENT
AT FANLING.HOW INSPECTOR HENDERSON
MET HIS DEATH.

Further details are now to hand concerning the fatal motor accident on Monday evening at Fanling, reported in yesterday morning's issue of the *Daily Press*.

It appears that Acting Sub-Inspector Henderson came into Hongkong earlier in the day and after returning from the town to Tai Po took out his motor-cycle and motored in the direction of Fanling. A number of country people who witnessed the accident, which occurred at about 7 p.m., say they noticed the motor-cycle skid. Inspector Henderson did not, apparently, regain control of the machine, which crashed into a tree throwing the rider with terrific force over the handle-bars. Death must have been instantaneous, for when the police arrived on the scene it was found that the unfortunate man's neck was broken and his skull fractured. The machine was completely wrecked.

Another version by the country people is that the handle-bars of the cycle were struck by lightning and the rider was flung from the effects of the flash when he crashed into the tree. At the time of the accident the lightning was very vivid over Hongkong, and there were heavy peals of thunder.

The remains of the deceased were conveyed to Hongkong yesterday morning to the mortuary, pending interment at Happy Valley.

It adds to the sadness of the tragedy that, yesterday was the first anniversary of the late Inspector's wedding. He was married on August 14th, 1922, whilst at Home on leave, and Mrs. Henderson came to Hongkong with her husband. Their little baby girl is only ten weeks old.

Insp. Henderson is a native of Warrle, Aberdeenshire. He had seen ten years' service with the local force, and prior to going Home on leave he fulfilled the duties of Acting Sub-Inspector. He went Home on active service in the War and completed three years' campaigning with the British Expeditionary Force in France and elsewhere.

THE FUNERAL.

The funeral took place yesterday afternoon at Happy Valley. The remains were borne from the mortuary on a gun carriage drawn by a number of the deceased's colleagues in the Police Force. At Murray Barracks, the cortege was joined by the Band of the King's Regiment, which played impressively "The Dead March in Saul" as the procession wound its way at the slow march along Queen's Road Central. At the Monument Mr. E. D. C. Wolf, Captain Superintendent of Police, many police in plain clothing, Revenue Officers, Sanitary Board Officers and Wardens of the Victoria Gaol, joined in the sad procession to the graveside. Outside the Cemetery gate one of the Government Fire Brigade engines, which had been used to carry the unusually large number of floral tributes from Central Station was drawn up and a number of Chinese firemen stood to attention at the side of the engine whilst the cortege passed. The funeral ceremony was conducted by the Rev. W. T. Lindsay who, during the course of the simple but impressive service, offered up a prayer for the widow and her child. A detachment of Buglers from the King's Regiment sounded the "Last Post" at the conclusion of the service and finally companions of the late Inspector Henderson filled in the grave and piled the wreaths on the top of the mound.

Amongst those noticed at the graveside were: Mr. P. P. J. Wodehouse (Deputy Superintendent of Police), Mr. D. Burroughs (Assistant Superintendent of Police), Mr. L. H. V. Rothe (Assistant Superintendent of Police), Mr. J. Kerr (Second Assistant Superintendent of Police), Chief Inspector Macdonald, District Inspector Cushman, Chief Detective Inspector J. Grant, Mr. H. T. Brooks (Superintendent of the Fire Brigade), Mr. C. H. Lyson and many others.

Wreaths were sent by all the principal police officials and from nearly all the Police Stations in the Colony. There were also floral tributes from the European Revenue Officers, the Royal Naval Yard Police, the Wardens of the Victoria Gaol, the European Police Training School, the Ex-Active Service Men's Association, the Manager and Staff of the Kowloon, Canton Railway, the United Service Lodge No. 1341, the United Mark Lodge No. 419 E. C., the Police Recreation Club, the Fire Brigade, the W. C. T. U. and brethren of the Arrarat Ark Mariner's Lodge. Wreaths were also sent by the following residents at Tai Po where the deceased Inspector was stationed: Mr. and Mrs. W. E. Chiffo, Mr. T. H. Brayfield, Mr. G. H. Wood, Mr. C. H. Lyson, Mr. E. J. Wynne-Jones and others.

SEQUEL TO THE TINSMITHS
STRIKE.WORKER CHARGED WITH
INTIMIDATION.

At the Magistracy, yesterday morning, Inspector Appleton asked for a remand in the case of a man named Leung Sam, who was charged before Mr. McBurne with threatening a fellow tinsmith (the complainant) who is employed at the Nan Yang Tobacco Co., and with causing the complainant to omit to do an act which he was legally entitled to do, to wit, to follow his lawful employment. The defendant was also charged with assaulting the complainant and with disorderly conduct.

It is said that the case is a sequel to the tinsmiths' strike which occurred in May last, and it is alleged that the defendant, who is a tinsmith, working on the Praya, pointed out the complainant to two other tinsmiths, who assaulted him.

The case was remanded.

A CHINESE LUKONG, WHO
DESERTED.

IMPRISONMENT ORDERED.

Cheung Shing, aged 35 years, described as a coolie, was charged before Mr. J. R. Wood, yesterday morning, with having deserted from the Police Force on December 21st, 1921. Inspector Lanigan said the defendant was concerned in an opium swindle at Holt's Wharf whilst he was in the force, and he and a Chinese Detective Sergeant absconded at the same time.

His Worship pointed out the seriousness of the offence and sentenced the defendant to six weeks' imprisonment with hard labour.

THE HAWKER PEST.

THE CAUSE OF THE TROUBLE.

"This lady says she has only come down from the Country and does not know the Regulations regarding hawking in the Colony," said Mr. McBurne to Sergeant Elston, at the Magistracy, yesterday. "That is the difficulty with all of them, your Worship," replied the Sergeant. "There were 20 hawkers arrested yesterday and 18 of them came direct from the Country."

SPORT.

WATER POLO.

For the first time this season the V.R.C. "A" team met another "A" team, when they beat the King's "A" by five goals to nil last night. The match was a good one, and the soldiers put up a fairly hard fight. They were saved from an even heavier defeat by the good work of the goalkeeper. The V.R.C. scorers were Busschaert (3), Watson (2), and Stewart (1). Result:

V.R.C. 5 goals

King's "A" 1 goal

Result:—V.R.C. 5; King's "A" 1. A very even match was witnessed between the R.A.M.C. and the R.G.A. "B" team. The result was a draw. Tomlinson netted one for the R.A.M.C. and Barton netted one for the R.G.A., both in the first half. There was no score in the second half. Result:

R.A.M.C. 1 goal

R.G.A. "B" 1 goal

"PEACE" AT AMOY.

A CHINESE CRUISER RETURNED
TO CANTON.

The *Canton Daily News* reports: The cruiser *Wing Fung* has returned to Canton from Amoy, where she rendered no little service in the recent fight against the northern squadron sent by Yu Pei-fu to attack that Fukien port. With the co-operation of the forts, the *Wing Fung* succeeded in defending the port and sank two smaller boats of the enemy squadron. Now that peace is restored in Amoy the commander of the cruiser took her back to Canton and arrived in port yesterday noon.

Immediately upon her arrival, the officers of the cruiser called on Dr. Sun Yat-sen at General Headquarters and submitted their report of the recent fight with the northern fleet at Amoy. It is reported, Dr. Sun will probably pay a visit to the cruiser this morning.

The *Wing Fung* was one of the four cruisers that remained loyal to Dr. Sun in last year's coup d'état instigated by Chen Chiung-ming. This cruiser was Dr. Sun's place of refuge for nearly two months when he was driven from Canton by Chen Chiung-ming's troops.

GOLF AND GOLPERS.

(BY "DREAMER.")

The Rules of Golf Committee, I hear, are going to revise the rule about the make and form of clubs. This, of course, has been necessitated by the misunderstanding in the last Open Championship, when some of the competitors punched holes in the faces of their iron clubs to get back spin on to their shots. Personally, I would like to see the rule made forbidding any marking at all on the club-face but, naturally, this would be too drastic—not because we should lose anything on our game by it, but because we should all have to buy new clubs.

In my opinion, the markings that most of us have on our iron clubs have little or no effect on our shots. There is a great fascination in pitching a ball on to a green and making it "hold," but I cannot help thinking that much of this fascination disappears if the work is done by the club and not by the player. It only goes to prove, I think, that players who desire to use these clubs have only one objective—to win at all costs. Money has a tendency to spoil any game and it is a pity that so many big money tournaments are played each year at Home; it makes the game too commercial.

The small book of "Local Rules, Bye-Laws, and the Rules of Golf" has been re-edited and brought up-to-date. At present it is in the hands of the printer, but it should be ready for distribution with next month's bills. It is a very handy little book and contains all the local rules and bye-laws so there will be no excuse for members to plead ignorance, of them once the distribution has been made. I understand that each member will be charged the cost price of the book; this has been decided upon in the hope that the book will be more appreciated. A former Hongkong champion, Mr. R. L. D. Wodehouse, was in the final of the Singapore Golf Club Championship, and his many friends here will regret that he was beaten. It is refreshing, nevertheless, to know that an ex-Hongkong golfer distinguished himself this year.

Talking of Singapore, makes me wonder why we never play the representatives of that Settlement at golf. It is strange that our only real rival seems to be Shanghai. Last year the Manila Golf Club very sportingly raised a team to visit us, and sent us a very cordial invitation for a return match in Manila, but, unfortunately, it fell through, chiefly from lack of support.

We are not very enterprising in Hongkong, in spite of the fact that we have the reputation of being a wealthy Colony. One does not come across that keenness, on the part of our wealthy *formers*, to spend some of their hard-earned wealth on the encouragement of sport. Moreover, I fear some of them make it particularly difficult for the junior members of their staffs even to figure in an inter-club team. With a climate like ours the very best thing he can do is to keep fit and this can only be done by taking plenty of exercise. In these damp and sticky days one's energy is none too exuberant, so what we want is a little encouragement, not the reverse.

I have never known the Valley course to be closed for such a long time as it has been this summer. It is entirely due to the bursting of the nullah, with the resultant top-dressing of mud. This top-dressing, no doubt, is good for the course but it is very unfortunate for the keen golfer. There does not appear to be any chance of the postponed Bank Holiday competitions being played next Sunday.

The result of the Valley being closed has been felt at Deep Water Bay. In spite of the bad weather, there must have been a record crowd there for tiffin last Sunday. The work which has been started on the approach to the 9th hole will be a great improvement when finished. Instead of play on sand, there will be a nice piece of turf right across the front of the green to play on to. I am glad to see the Committee have had a first hole made on the proper green; it has had a very long rest. I hope they will do the same at the 4th, for this green, also, has had a long rest.

I see from the Home papers that Miss Cecil Leitch is playing again, apparently in pretty good form. She played No. 1 for the Addington Ladies and won her match. It is to be hoped that she has completely recovered from her arm trouble and will figure prominently in next year's Championship.

TRADE OF THE PHILIPPINES.

BALANCE FAVOURABLE TO THE
ISLANDS.

The balance of trade was favourable to the Philippines during the first half of this year in the amount of P.50,000,000, the total value of exports during the period being P.134,219,350, as compared with the total value of imports amounting to P.83,552,000. The total trade during the first half of this year shows an increase of P.41,720,051 over the total trade for the same period in 1932 the respective figures being P.217,772,052 and P.178,042,401. The balance of trade during the first half year of 1932 was favourable to the islands in the amount of P.27,243,377, or only about 45 per cent. of the trade balance during the first half of this year. The great increase in the exports was due to the high price of sugar generally.

THE FIGHTING ON THE
EAST RIVER.

IS WAICHOW TO BE EVACUATED?

More than two months ago it was reported that the immediate surrender of Waichow—the stronghold of General Chen Chiung-ming—to the forces of Dr. Sun Yat-sen, which were besieging it was inevitable, since its walls were threatened with destruction and the people within them were on the verge of starvation. But the garrison has held the fort all this time.

The latest accounts given by the *Canton Daily News* read as follows: "Chen Chiung-ming now finds himself unable to maintain his position in the East River. The city of Waichow, Chen's stronghold, is completely surrounded by the Constitutional forces, and Chaochow, on the Kwangtung-Fukien border, is being stormed by large forces of the Allied armies of Fukien and Kwangtung. Gen. Hsu Chung-chi's Eastern Punitive Army, after capturing Pakinongka, have also occupied Tamshui and Santotsok, at the rear of Waichow. Thus communication between Waichow and Chaochow, the only two strongholds of the enemy, is now totally cut off.

According to reports from Swatow, Chen Chiung-ming's latest military plan is to evacuate Waichow and the surrounding districts, and to withdraw his forces there to Chaochow in order to save the latter district, his last stronghold, from the strong attacks of the Allied armies. The enemy troops in Po-ning, Wu-hwa, and Mei-hsien have been withdrawn eastward while the remnants of the enemy forces in Waichow city, which numbered about 3,000, are attempting to escape from the city.

FOREIGNERS TO VISIT WAR ZONE.

A party of seven foreigners, including two ladies, left for Waichow on Monday morning by special train of the Canton-Kowloon Railway to see the fighting in the Eastern front. The General Headquarters has instructed the military commanders at the front to give sufficient protection to these foreigners.

THE GOVERNOR-GENERAL OF
INDO-CHINA.

M. MARTIAL MERLIN.

M. Martial Merlin, the new Governor-General of Indo-China, who travelled out on the *André Lebon*, accompanied by Mme. Merlin and children, is a prominent figure of the French Colonial Office.

Born in Paris in 1850, M. Merlin, after his five years' military service, started his career in the Gambier Islands, where he stayed till 1892, and after a short spell in the West Indies, went to Africa, being successively in Senegal, the Congo and Western French Africa where, as Colonial Secretary from 1902 to 1908, he drew up the political and administrative charter of that important Colony.

The declaration of war in 1914, found him as Governor-General of Equatorial Africa, where he had the hard task of reconquering the part of Congo, ceded to Germany in 1911, and organising the colony of Cameroon taken from the Germans. Governor-General of Madagascar in 1917; delegate at the Peace Conference in 1919-1919, where he showed himself a keen debater in Colonial matters, M. Merlin was, up to April last, Governor-General of Western French Africa, to the organisation of which he had previously devoted ten years of his life and which he leaves in a state of perfect peace and great prosperity.

The new Governor-General is eagerly awaited by all the enlightened people in Indo-China. An energetic man, with great initiative and dominating spirit, believing, to take his own words, that timidity and hesitation are the greatest mistakes in the affairs of State, M. Merlin will push forward the economic programme of his predecessors, facilitating the completion of the Trans-Indo-Chinese Railways, of which about 400 miles remain to be completed, the improvement and extension of the ports of Saigon, Cholon and Huiphong, the development of the rice cultivation in Cochinchina, Cambodia and Tonkin, where through extensive and methodical draining many thousands of acres of barren land can be put under cultivation, and the opening up of the Laos province up to now barred and without communications with the other countries of the Union.

The new Governor has always taken a very great interest in promoting health and education. He believes that sane administration of finances is necessary to carry out a big programme of development. On the question of participation of European and native unofficial elements in the Government Councils and management of public affairs, his policy has always been one of slow and prudent progress, tempered by the necessity of the moment and adequate to the actual development of the country.

It is a great Governor who will land in Saigon in a few days, writes a correspondent, and French Indo-China will heartily welcome in M. Merlin a worthy successor for work undertaken by M. Albert Sarraut, Minister of Colonies, who continued a policy both ideal and real, but never imperialistic and one who maintained perfect tranquillity throughout the war in French West Africa as well as in Indo-China and one who has gained for France the hearts of the native subjects in her colonies. —*Strait Times*.



LINCOLN BENNETTS HATS
ARE HAND-MADE THROUGH-
OUT AND ONLY BEST
MATERIALS ARE USED.

WE HAVE JUST RECEIVED
A LARGE SELECTION OF

FELT HATS.
STRAW HATS.
AND CAPS.



THE HALL MARK

OF EXCELLENCE.

LONDON FASHIONS IN MEN'S
HEADWEAR HAVE FOR OVER A
CENTURY BEEN CREATED BY—

LINCOLN BENNETT AND CO., LTD.

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Ambre-Antique,
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ENGLISH COLUMBIA RECORDS

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(KING OF 'CELLISTS')

D1447 MENOETT (SCHERZO)	D1339 LOVE, HERE IS MY HEART (ORIENTALE)
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JUST RECEIVED NEW CONSIGNMENT OF
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"THE ATLAS SHIRT"



ATLAS TUNIC SHIRTS
WILL ENHANCE YOUR
APPEARANCE

"BATSWINGS"

FOR PRESENT WEAR IN
SILK AND WASHING
MATERIALS AT POPULAR
PRICES.



GENTLEMEN'S COMPLETE OUTFITTERS.

NEW ADVERTISEMENTS

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 20th day of August, 1923, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor of eight Lots of **OROWAN LAND** at Stubbs Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty's Kiosk, for one further term of 75 years.

PARTICULARS OF THE LOTS.

No. of Lot.	Boundary Measurement.	Area.	Annual Rental.	Year Price.
1	As per plan.	14,700	12	5,140
2	do.	29,300	12	5,140
3	do.	11,500	6	2,560
4	do.	11,000	10	3,200
5	do.	12,000	6	2,400
6	do.	20,000	12	4,800
7	do.	15,900	10	3,600
8	do.	24,000	12	4,800

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAM FOR SINGAPORE, PENANG, COLOMBO AND BOMBAY.

THROUGH BILLS OF LADING ISSUED FOR EGYPT, MEDITERRANEAN AND CONTINENTAL PORTS AND LONDON.

THE Steamship

"ALIPORE" carrying His Majesty's Mails, will be despatched from this port at Noon on THURSDAY, the 22nd August, taking cargo for the above ports.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this steamer proceeding to Bombay and there transhipped to the on-carrying steamer for Marseilles and London. Passengers will be received at the Office up to 5 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to—**MACKINNON, MACKENZIE & CO., Agents.** Hongkong, 15th August, 1923. [1169]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES of Cargo are hereby informed that the Goods are being landed and discharged into the Godowns, where they will be at the disposal of the Consignees, and subject to the conditions of storage at the Godowns. The Cargo will be ready for delivery from Godown on and after 14th August.

Optional Cargo will be landed, unless notice has been given prior to the arrival of the steamer, at the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 20th August, will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 3rd September, or they will not be recognised. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents. Hongkong, 14th August, 1923. [1171]

THE BEN LINE STEAMERS, LTD.

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

The Steamship "BENROOH."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed and discharged into the Godowns, where they will be at the disposal of the Consignees, and subject to the conditions of storage at the Godowns. The Cargo will be ready for delivery from Godown on and after 14th August.

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BUTTERFIELD & SWIRE, Agents. Hongkong, 14th August, 1923. [1171]

THE BEN LINE STEAMERS, LTD.

NEW ADVERTISEMENTS

STRUTHERS & BARRY.

NOTICE TO CONSIGNEES.

From SAN FRANCISCO & LOS ANGELES via PORTS.

THE Steamship

"WEST CHOPAKA"

having arrived from the above-mentioned ports, Wednesday, August 15th, 1923. Consignees are hereby notified that their cargo is being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned or Delivery Orders issued.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 9 a.m., Monday, 20th August, 1923, by Messrs. ANDERSON & ASKE, Marine Surveyors.

All Claims must be presented within 10 days of the steamer's arrival here, after which they cannot be recognised. No Claims will be recognised after the goods have left the Godowns, and cargo undelivered after 21st August, 1923, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading in exchange for Delivery Orders immediately.

STRUTHERS & BARRY, Agents. U.S.S.R. Emergency Fleet Corp. Hongkong, 15th August, 1923. [1174]

ALICE MEMORIAL & AFFILIATED HOSPITALS.

THE ANNUAL MEETING of the above Hospitals will be held in the Board Room of the Chamber of Commerce on WEDNESDAY, AUGUST 15th, at Noon. All interested are invited to attend.

At the close of the Meeting an EXTRA-ORDINARY GENERAL MEETING will be held in order to take Necessary Steps for bringing the Management of the Hospitals into agreement with the New Constitution.

H. R. WELLS, Secretary. [1167]

THE HONGKONG JOCKEY CLUB.

MEMBERS wishing to subscribe for the Subscription Grains for the ANNUAL RACE MEETING, 1924, will find Lists posted at the HONGKONG JOCKEY CLUB STABLES and RACE COURSE. [1163]

ANNOUNCEMENT.

MESSRS. HOLYOAK, MASSEY & CO., LTD. have THIS DAY been appointed Sole Distributors in Hongkong and South China for the Products of the WESTINGHOUSE ELECTRIC INTERNATIONAL COMPANY. Our Representative, Mr. W. M. VERNOR, will make his Headquarters in the Office of the Distributor, Queen's Buildings, WESTINGHOUSE ELECTRIC INTERNATIONAL CO., E. L. McCLOSKEY, Manager for China. [1168]

8th August, 1923

THE HONGKONG ROPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND OF ONE DOLLAR (\$1.00) per Share for account 1923 will be payable on THURSDAY, the 22nd AUGUST, 1923.

Shareholders are requested to apply for Dividend Warrants at the Company's Office, St. George's Building, Hongkong.

The TRANSFER BOOKS of the Company will be CLOSED on TUESDAY, the 14th AUGUST, 1923, to THURSDAY, the 22nd AUGUST, 1923, both days inclusive.

SHEWAN, TOMES & CO., General Managers. [1146]

THE KOWLOON HOTEL.

HANKOW ROAD.

OPENING 1ST SEPTEMBER.

First Class and Most Up-to-date Residential and Tourist Hotel. Six Stories of Commodious Large and Airy Rooms with every Modern Appliance. Elevator to Every Floor and to Roof Garden. Hot and Cold Water, Electric Lights, Fans and Bells throughout. Exceptionally Well Ventilated Bar and Billiard Rooms. Moderate tariff and most Excellent Cuisine supervised by Experienced Chef. Monthly and Family Rates can be arranged at Most Reasonable Terms.

For Terms, apply to Mrs. J. J. SLAKE, Manageress. [1118]

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "DONGOLA."

ARRIVED HONGKONG ON 25th JULY, 1923.

FROM ANTWERP, LONDON, FORTSAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by this above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as the Goods are landed.

Optional goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the steamer.

Goods not cleared within 8 days, including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GORDON & DOUGLAS, at 10 a.m. on Mondays and Thursdays.

All Claims must be presented within ten days of the Steamer's arrival here, after which they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

MACKINNON, MACKENZIE & CO., Agents. Hongkong, 11th August, 1923. [1164]

INTIMATIONS

NOTICE OF REMOVAL.

THE Office of the "HONGKONG DAILY PRESS" has been removed to 1A, CHATER ROAD (3rd floor), to which Address all Correspondence should be directed. Hongkong, 15th July, 1923.

"HYSON" FROM NEW YORK
ARRIVED 31.7.23.

K

W 2770 H-2 0325 Outcurem Sea
60471

NOTICE IS HEREBY GIVEN that Original Endorsed Delivery Order on HOLT'S WHARF for the above Packages is said to have been LOST and is therefore declared null and void.

BUTTERFIELD & SWIRE, Agents. O. S. S. Co., Ltd. & C. M. S. N. Co., Ltd. [1154]

HONGKONG SMALL INVESTORS' SHARE AND REAL ESTATE CO., SHARE AND LAND BROKERS. No. 8, Des Voeux Road, 2nd Floor. Telephone No. C. 4306. [107]

RUSSO-ASLATIC BANK.

CAPITAL (FULLY PAID) ... 55,000,000
RESERVE FUND ... 28,980,000
CAPITAL CONTRIBUTED BY THE CHINESE GOVERNMENT ... 3,800,000
RESERVE FUND ... 1,750,000

HEAD OFFICE:

Paris 9, Rue Bonaparte.
LONDON OFFICE:
64, Old Broad Street, E.C. 2.

BANKERS:

LONDON: Messrs. Glyn, Mills, Currie & Co.
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PARIS: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
Banque de Paris et des Pays-Bas.

LYONS: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
New York: The Irving Bank—Columbia Trust Company.

SAN FRANCISCO: The Crocker National Bank of San Francisco.

BRANCHES IN ASIA:

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Interest allowed on Current Accounts and Fixed Deposits. Terms on application. Local Bills discounted.
Foreign Exchange on the Principal Cities of the World bought and sold.

R. A. RODGERS, Manager. 537

THE AMERICAN EXPRESS CO., INCORPORATED.

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INTERNATIONAL BANKING-SHIPING-TRAVEL.

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Every approved Banking Shipping and Travel Transaction.

P. J. VANHECKE, Manager.

P. & O. BANKING CORPORATION LIMITED. (INCORPORATED IN ENGLAND 1920) with which is affiliated

THE ALLAHABAD BANK, LTD., INDIA.

AUTHORIZED CAPITAL ... 25,000,000
SUBSCRIBED AND PAID UP ... 22,594,160
RESERVE FUND ... 2,116,000

HEAD OFFICE:

122, Leadenhall Street, London, E.C. 2.

WEST LONDON BRANCH:

14-16, Cockspur Street, London, S.W. 1.

EASTERN BRANCHES:

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The Corporation undertakes General Banking and Exchange Business of every description and in addition to its Branches has Agencies in all the principal Cities of the world.

O. CHAMPKIN, Manager.

25, Des Voeux Road Central, Hongkong.

INTIMATION

WHISKY

The Old Favourite

A Fine Blend

Old Scotch Whiskies

is now being bottled

at Lrith, Scotland

By

Messrs. Macdonald & Muir

and a Label to that

effect is affixed to the

back of each bottle.

A. S. WATSON & CO., LTD.,

Wine & Spirit Merchants

ESTABLISHED 1841.

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, AUGUST 15th, 1923.

THE IMPERILLED ENTENTE.

MR. GARVIN, the brilliant editor of the *Observer*, who a month or two ago, wrote a series of illuminating articles on what he called "The Tragedy of the Anglo-French Crisis" remarked: "The Entente has been a wonderful and tremendous chapter in the world's history. In the next ten days it may have to be closed with equal dignity and resolution on both sides." There are few, if any, British subjects who would not regret the closing of the chapter. Every effort, before and behind the scenes, appears to have been made to avert it, but now that the British Note to France and Belgium has been published to the world, it looks indeed as if those last lines of the chapter have been written. There is, however, still a faint hope that it may be yet extended. The issue lies with M. Poincare—or with the French nation. We make no excuse for reproducing from one of Mr. GARVIN's articles on the subject two short extracts which pitifully and forcibly present the difficulties of the position:

M. Poincare is an entirely honest and rigid man. That is the core of the tragedy and what has threatened to make it hopeless. He has less understanding of Britain than any man who has ever been at the head of affairs under the Third Republic since the Entente was founded. He is absolutely convinced that he embodies all the right and reason of the matter. Every fibre of his being urges him to impose his own view and his own will. The quality which we in this country think the greatest weakness in a practical statesman, M. Poincare holds to be the greatest strength—he is superfluently decisive and likes to demonstrate the vigour of his enterprise by cutting off his means of retreat. Three British Prime Ministers in succession—men of the most contrasting characters and differing methods—have found it almost impossible to deal with M. Poincare. He has been much inclined to end the Entente rather than vary his formulas.

He does not shrink from being remembered in French history as the man who ended the Entente. When he has a logical notion in his head he does not shrink from anything. As was said, he is an entirely honest, rigid man, and that is at the heart of the tragedy.

The British are a slower nation than most others—not a bit because they are less able than others, as shallow quick-wits sometimes say—but because they are a thoughtful and friendly people, trying to be practically wise rather than theoretically logical; impressed by the perplexity and difficulty of things; searching for sagacity, dreading demonstration and premature commitments; deficient in clear formulas; tangled in their minds, misty in their souls, but generous and true; anxious to understand the other fellow's point of view, and to find some means of squaring up with it, most reluctant to insist upon their own. Yet through slowness the English arrive at clearness. Anxious for compromise, as they are—witness those repeated offers of naval compromise with Germany which the Kaiser and Tzaritz were and to refuse—desirous of carrying concession to the very limit, after a certain point, when they are convinced that their efforts to arrive at an understanding have been in vain, and have even been profoundly misunderstood, they take their decision, and they never, never look back. That is the worst of slow and hesitating nations. They always look so weak, and their ultimate strength is so enormous.

The British Note to France and Belgium makes it quite clear that the Government has taken a decision from which "it can never, never look back." Nevertheless the wish endures in the heart of every British subject that the Entente may yet be preserved, though obviously this is only possible by "some concessions to the unchangeable convictions and the utter needs of Great Britain." Otherwise we fall back on the famous aphorism of CANNING after the break up of the "Concert of Europe" just a hundred years ago: "Every nation for itself, and God help us all." Where separate action in this matter of German reparations may lead, he would be a bold man who would venture to say. There are advocates of the disentanglement of Great Britain who cherish the belief that it need involve no unfriendliness to France and no estrangement, but the wish must be father to the thought. At all events it is difficult to conceive how the pursuit of widely divergent policies, such as are indicated in the British Note, is compatible with friendship and amity.

The retirement of 900 army officers of all ranks was announced in Japan on the 16th inst. in accordance with the policy of military adjustment.

To-morrow morning the Taikoo Dockyard and Engineering Co., Ltd., are launching the steamer *Hong Cheong* built to the order of the Yau Tak Steamship Co. of Macao.

We regret to record that owing to a sharp attack of influenza the Puisne Judge (His Honour Mr. Justice Gompertz) has been unable to attend the Courts for the past two days.

Last week's return of notifiable diseases in the Colony shows: Small-pox, 3 cases and 4 deaths; diphtheria, 2 cases, 1 death; enteric fever, 11 cases, 10 deaths; paratyphoid, 3 cases; cerebrospinal fever, 3 cases, 2 deaths; puerperal fever, 1 case.

The greatest amount of rainfall that has been registered in a single day this year by the Manila Observatory amounted to 120.9 millimeters, which is the total amount of rainfall recorded from 10 a.m. on August 9th to 10 a.m. August 10th.

Dr. P. Rees Daugherty, who for the past three and a half years has practiced dentistry in Hongkong, has started in practice in Manila and, according to a Manila paper, will make his "permanent home" in that city.

Suits have been filed in the Manila Courts at the instance of Soviet Government to recover possession of the eleven Russian ships now under the command of Admiral Stark in Subic Bay. These ships it will be remembered left Vladivostok crowded with refugees and proceeded to the Philippines after the refugees had been refused permission to land at Shanghai.

A meeting of the Sanitary Board was held at the Board's office, Post Office Buildings, yesterday afternoon. The Chairman informed the meeting that the Government has given its formal approval to the Board's recommendations concerning the "Removal of Patients" By-laws. The rest of the meeting was purely formal. There were present the Chairman (Mr. G. R. Sawyer), Dr. W. W. Pearce, Mr. C. G. Alhaster, and Mr. Wong Kwong Tin, and the Secretary (Mr. J. A. Fraser).

The three Mauritanian stowaways, who were charged before Mr. J. R. Wood on Monday with having stowed away on the s.s. *Nadia*, were yesterday morning discharged, his Worship holding that if he had found that they had stowed away from Hongkong he would have imprisoned them, on that charge, but he found that they stowed away at the first port of call, and for that reason he could not register a conviction against them.

The Magistrate of Heungshan (Mr. Joe Chock Man) has been ousted from office by Yunnanese troops, whose commander immediately appointed a successor. Mr. Joe reported the incident to Canton by telegram, and tendered his resignation. It is now announced that he will "get away from politics and go abroad for a tour." Our Canton contemporary which says that Mr. Joe during the two months he had occupied the post had introduced many needed reforms and had pleased the natives of the district adds: "The real nature of this incident is difficult to understand, but rumours have it that some of Mr. Joe's political enemies, were back of this trick, who made use of the Yunnanese troops to have him ousted from office."

General Ngai Bong Ping, who commanded the forces which cleared the West River, has been given the appointment of Superintendent

CABLES.

EARLIER CABLES.
[THROUGH REUTER'S AGENCY.]

GERMAN REPARATIONS.

FRENCH OFFICIALS DISAPPOINTED WITH BRITISH NOE.

PARIS, August 13th.

French official circles are very disappointed with the British Note, and they are astonished that, instead of the creditors uniting to make Germany pay, a creditor has decided to stand aside, simultaneously placing all debtors, allied and enemy, under a common obligation.

The point which has caused the greatest surprise is the linking together of the French and German war debts.

The French standpoint is that while France remitted the war debt owing to her, she was ready to pay her own debts to the Allies, but she refused to have the debts made dependent upon Germany's capacity and will to fulfil her obligations.

It is emphatically declared that France does not intend to repudiate her war debts.

NON-COMMITTAL ATTITUDE AT WASHINGTON.

New York, August 13.

The non-committal attitude of the Washington official world remained unchanged by the publication of the British Note.

The *New York Evening Post* declares that any Government that refuses to accept the Note as at least a basis for discussion will outrage the opinion of the world.

The *Evening Sun* says that nothing is left to the responsible British statesmen if the argument fails but to extricate the nation by the best means available.

DELIVERIES FROM GERMANY SUSPENDED.

BERLIN, August 13th.

It is announced that the deliveries in kind to Great Britain, Italy, and the other Allied Powers not participating in the Ruhr occupation, which hitherto have been maintained or partly maintained, are to be suspended on the ground that the condition of the country necessitates the utilisation of all its resources to provide the population with the minimum for existence and to ward off starvation, while a continuance of deliveries would prejudice the success of taxation reform and the gold loan.

It is added that the deliveries will be resumed as soon as the position permits. Germany will endeavour to continue deliveries of coal to Italy.

FRANCO-BELGO RUHR.

FOOD STORES PILLAGED AT CREFELD.

BRUSSELS, August 13th.

Numerous food stores were pillaged at Crefeld. The police charged the crowd, killing and wounding many.

RIOTS AT GELSENKIRCHEN.

PARIS, August 13th.

A message from Dusseldorf states that there were riots at Gelsenkirchen, where the shops were pillaged and one workman was killed and 10 persons injured.

DEMONSTRATION AT AIXE-LA-CHAPELLE.

PARIS, August 13th.

A message from Dusseldorf states that following upon a demonstration by a crowd before the town hall at Aix-la-Chapelle demanding potatoes and increased wages, a collision occurred in which the police used their arms, killing four and wounding about 30.

STRIKES IN GERMANY.

SITUATION WORSE.

BERLIN, August 13th.

The strike situation is somewhat worse. The police arrested 50 Communists and a number of strikers.

BERLIN, August 13th.

The strikers at the Hamburg shipyards attacked the police, who intervened to prevent the intimidation of the workers. Several of the strikers were killed and many were wounded in the ensuing fight.

GERMAN MINISTRY FORMED.

BERLIN, August 13th.

Chancellor Stresemann has formed a Cabinet, in which he will act temporarily as Foreign Minister.

Herr Robert Schmidt, Socialist, is Vice-Chancellor and Minister of Reconstruction. Herr Hilferding, Socialist, is Minister of Finance.

Among the parties represented are the Popular, Socialist, Social Democrat, and Centre.

BERLIN, August 13th.

Herr von Bergen, now Minister to the Vatican, has been appointed Foreign Minister.

LATEST CABLES.

LATE PRESIDENT HARDING'S ESTATE.

VALUED AT \$750,000.

WASHINGTON, August 13th.

The late President Harding left estate valued at \$750,000. His wife is the chief beneficiary.

HOME CRICKET. COUNTY RESULTS.

LONDON, August 13th.

At Bradford, Yorkshire defeated Derbyshire by eight wickets. The Yorkshire bowler Rhodes, in the first innings took 7 wickets for 80.

At Nottingham, Nottingham defeated Leicestershire by an innings and 34 runs. For Nottingham Barratt made 83 runs unfinished. Barratt in the first innings took 5 wickets for 34; Richmond, in the second innings took 7 for 72.

At Worcester, Worcestershire defeated Northamptonshire by nine wickets. For Worcestershire in the first innings L. Crawley compiled 161 and Fox 178 unfinished. Root took 7 wickets for 91.

At Birmingham, Sussex beat Warwickshire by an innings and 130. For Sussex, Street compiled 72 and Colonel Watson 90 not out.

IRELAND v WALES.

Ireland defeated Wales by an innings and 21. Wales made 153 in their first knock and 242 in their second. Ireland made 418 in their first innings. Henslip, for Ireland made 96.

EARLIER CABLES.

CHANNEL SWIMMER.

AWARDED £1,000.

LONDON, August 13th.

The Argentine swimmer Tiraboschi has been awarded the *Daily Sketch* prize of £1,000.

YACHTING.

BRITISH-AMERICAN CUP.

LONDON, August 13th.

At Cowes, Great Britain won the fourth race for the British-American Cup. Great Britain now leads with 96 points to 48.

FRENCH REVENUE.

BRIGHTER BUDGET OUTLOOK.

PARIS, August 13th.

The Finance Minister, M. De La Seyrie, announced that if the considerable improvement in the revenue during the first six months of the year continued during the second six months, the ordinary budget would be balanced for the first time since 1914.

LONDON DOCKERS' STRIKE.

BIG RESUMPTION AT LONDON WHARVES.

LONDON, August 13th.

The Transport Union states that there was a big resumption of work by the dockers at the London wharves, including the two which have been the unofficial centre of the strike movement.

Altogether, 1,500 resumed to-day.

BY-ELECTION.

MAJOR CAYZER AGAIN RETURNED FOR SOUTH PORTSMOUTH.

LONDON, August 13th.

The South Portsmouth bye-election, necessitated by the appointment of Col. Leslie Wilson as Governor of Bombay, resulted as follows:—

Major H. B. Cayzer (C.) 11,884

Sir Henry Lawson (L.) 9,763

Major Cayzer formerly retired in favour of Col. Leslie Wilson, owing to ill-health.

FOREIGN EXCHANGES.

FRENCH FRANC FURTHER DEPRECIATES.

LONDON, August 13th.

Foreign exchanges were rather erratic and uncertain on the publication of the British Note.

French Francs further depreciated to 82.25.

The Belgian Franc, however, improved on loan talk, and closed at 100.25.

BRITISH TRADE.

LONDON, August 13th.

The Board of Trade returns show that imports during the month of July were £76,818,334, being a decrease of £12,480,380 compared with those of June.

The value of the exports for July was £59,503,350, being a decrease of £3,379,709 compared with those for the preceding month.

TRADE MISSION TO RUSSIA.

RIGA, August 13th.

Mr. E. L. Baldwin's party of Begot Traders have arrived.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

THE SINGAPORE BASE.

VIEWS OF MR. RICHARD HOLT.

LONDON, August 13th.

Mr. Richard Holt, a director of Messrs. Alfred Holt and Company, and the China Mutual Steamship Company, writing to the *Daily News*:

"As one of a comparatively small section of the community who seem certain to benefit by the Singapore Naval base scheme," compares the site of 2,847 acres given by the Straits Settlements Government with the 1,914 acres owned by the Mersey Docks and says ten millions is ludicrously inadequate to spend on it. Mr. Holt says the reason primarily urged in a defence scheme is the necessity for providing a graving dock capable of taking a bulged battleship. He says the Gladstone graving dock at Liverpool, which is capable of this, cost half a million. He estimates that a million and a half will meet the cost at Singapore and concludes therefrom that preparations are being made for much more than the ostensible scheme.

PAN PACIFIC CONGRESS.

"PERMANENT PEACE IN THE PACIFIC."

MELBOURNE, August 13th.

At the opening sitting of the Pan-Pacific Science Congress, the speakers agreed on the urgent need for co-operation in facing the great problems common to the Pacific nations.

One Japanese delegate hoped that the congress would pave the way for permanent peace in the Pacific and the whole world.

JAPANESE TACTFUL CAMPAIGN.

LONDON, August 13th.

The *Daily Telegraph's* correspondent at Sydney reports that the Japanese scientists, together with the accompanying members of the Japanese House of Peers, are conducting a tactful campaign with the object of promoting an improved Japanese-Australian understanding.

For example, Professor Kanazugi, in the course of a statement which was officially inspired, says that the Japanese entertain a feeling of sincere friendship towards Australians and desire to promote and maintain peace in the Pacific and the general advancement of civilisation.

Professor Kanazugi declared that the Pacific Ocean was too vast to be controlled by one nation, however powerful. He denied that Japan was aggressive and militaristic, giving as an instance her observance of the Washington Treaty and the restoration of Tsingtau to China, towards whom she claimed to have shown generosity and friendship.

Professor Kanazugi pleaded for a stimulation of commercial relationship between Japan and Australia.

MELBOURNE, August 13th.

In welcoming the members of the Pan-Pacific Congress, the Governor-General and other speakers testified to the possibilities of their deliberations.

The Commonwealth Government entertained the Japanese delegation at luncheon.

POWERS PRESENT NOTES TO CHINA.

THE THREATENED CHEKIANG-KIANGSU WAR.

PEKING, August 13th.

The American, British, French and Japanese Ministers presented Notes to the Waichiaoou on Saturday.

The first Note has reference to the threatened Chekiang-Kiangsu war, and urging the Government to take steps to prevent it, failing which the Powers may take measures for the protection of their nationals in that neighbourhood.

The second Note is a protest against the action of the Chinese authorities in the Land Office at Harbin.

OUR LONDON LETTER.

THE EXTRAORDINARY VOGUE OF SPORT IN ENGLAND.

THE DOCK STRIKE.

[FROM OUR OWN CORRESPONDENT.]

LONDON, July 14th.

HENLEY REGATTA.

The conditions were ideal for a successful Henley Regatta—perfect River weather, and excellent racing. Yet some of the old-stagers are complaining that there was something missing, and they are fairly well agreed that it was a lack of the Carnival spirit which was so much in evidence in the brave days before the war. They sigh for the freedom of the Henley of old, when anyone had the privileges to pull down the course and generally behave as though there was nothing else to think about except the merry-making. Now, the crowd is marshalled like a theatre queue, the course is kept as a sacred preserve by booms along the entire length, and there is no mistaking that the sport is the thing that matters.

However that may be, Henley in glorious summer weather cannot be otherwise than a joyous rendezvous. There was this year, as formerly, at the Regatta the wealth of bright colours that gladden the eyes; the gaily-painted house boats with white and gold predominating, the scarlet and lemon coloured captive balloons in myriad numbers floating over-head giving the impression of tinted flames, the white tents on the banks, with the deep green of the trees in the background, and everywhere on the water and on land the elaborately dressed crowd, mannered and elegant, and laughing, loving, to all appearance without a care in the world.

The old stagers may say what they will, but Henley Regatta is still unique as a water pageant, typically English and popular in its way as the Derby or Ascot race of sports.

The bearer of a "Message from Mars" as Mr. Wells might describe him, would probably think that sports and pastimes were the main pre-occupation of the English people. Records of sporting engagements fill the columns of the newspapers every day; and it is hard to find a group of men or women who are not keen on some kind of festival on land or water. There were about 14,000 on-lookers at the lawn tennis match at Wimbledon when Miss Suzanne Lenglen beat Miss McKane, and, incidentally, for the fifth time in succession proved herself the finest woman lawn tennis player in the world. It is now said that the Frenchwoman must be written down as invincible. She has reduced tennis to a game where it is possible to play with mathematical accuracy. To her it is like a game of chess. She knows what will happen to a ball wherever it pitches—the answering moves, as it were—and plays accordingly. Her opponent is worn out, running over the court, while "Suzanne" only requires to move a yard or two.

With the exception of lawn tennis, our athletes have acquitted themselves well this season on the track and on the River. At the international meeting at Stamford Bridge three British amateur records were broken, two by Englishmen, and out of 18 individual championships 15 were won by British athletes. This seems to show that we are recovering from the strain and wastage of the war period in the realm of sport. The performance of E. H. Liddell, who did the 100 yards in 9.7-10sec., beating the record set up in 1901 for the distance, 9.4-sec.

FAMOUS ACTOR'S DEATH.

The news that Albert Chevalier has passed away will cause sincere regret, not only here but abroad, for there must be few indeed who cannot recall with pleasure his impersonations of the London coster. It may be said that he created the coster on the stage, and his parts were so artistic and accurate that they amused equally the West End and the real costers of Seven Dials and the Old Kent Road, with whom he was a great favourite. Born in London and educated in Bayswater, he was the son of a French father and a Welsh mother, and he was just over sixty-two years of age.

As a boy of fifteen Chevalier was given a part by the Baneroffs at the Prince of Wales's Theatre, and for years afterwards he appeared in various plays. In 1890 he left the legitimate drama for the music-halls, and at the London Pavilion leaped into fame with "The Coster's Serenade," "The Coster's Courtship," "The Future Mrs. Watkins," and "Knocked 'em in the Old Kent Road." One of his best songs was "My Old Dutch," of which the public never tired. He was in a class by himself, a really great artist in his own particular line; and perhaps the secret of his success was that his costers, whether humorous or pathetic, were true character sketches, the result of acute observation and shrewd judgment.

It is rather curious to reflect that Chevalier was educated for the Roman Catholic priesthood, but he found the call of the stage irresistible. His death breaks yet another link with the Victorian stage, for all his successes that established his position as a comedian were made in Victoria's time.

SUNDAY GAMES.

The battle of Sunday Games in the London Parks has been won at the London County Council by the advocates of healthy amusement. The party of "Kill-Joys," as the opposition are universally designated, mobilised all their forces to prevent the continuance of games, granted as an experiment for a year in 1922, but they were soundly defeated. It was a majority of 23 to 22. This is a decisive vote, and the hope is expressed in the editorial columns of the newspapers that it will be accepted as a final decision.

All sorts of arguments were used to shut the Parks against sports on Sundays.

The fact that those who can afford to play golf and tennis and other games on Sundays was ignored. The opposition were intent solely in endeavouring to exercise their power as members of the L.C.C. to bar the work-day folk who can only get time for games on Sundays from using the Parks. They made a strong point that the interests of religion forbade the continuance of the games, but the bottom fell out of this plea when it was found that the Roman Catholic community *en bloc*, besides many Anglicans, were in favour of healthy, honest, and harmless recreation.

Another strong point made against Sunday games was one that I have always heard used in similar connection. This is that an extension of amusements on Sundays involves extra labour for the employees of the public authority concerned. In the case of the L.C.C., the fact was elicited that 10,000 employees have to work on Sunday, and only 44 of them have been so employed, owing to Sunday games.

SIR JOHN MOORE.

There is an unmistakable desire of late years to honour the memory of great men and keep their names before the eyes of posterity. This is increasingly evident, throughout the country. No doubt the Great War has had something to do with it. Seeing that there are war memorials in every parish, the obvious thing on the centenary of the birth or death of a notable personage is to erect a monument, or at any rate a tablet, to his or her memory.

This week the Duke of Connaught unveiled a memorial to Sir John Moore at Shoreham, on the uplands where he trained the historic Light Brigade. Thanks mainly to the famous poem on his burial at dead of night, no military hero is better known than the General who commanded the English Army in the Retreat to Corunna. Lady Brownrigg has written a book which throws new light on the subject; and in a preface Mr. John Fortescue, the military historian, says "no man—not Cromwell, nor Marlborough, nor Wellington—has set so strong a mark for good upon the British Army as Sir John Moore."

There is a curious interest in the fact that if you go to-day along the route followed by Moore during the Retreat from Benevento to Corunna, although a hundred years have elapsed, no sooner is his name mentioned than the people—even the milnater, shepherd, or peasant—instinctively responds with glistening eyes, and they show a readiness to help you in any way within their power. This, surely, is fame indeed.

THE FLOOR OF THE PACIFIC.

I hear that those who go down to the sea in ships are vastly interested in the good work which has been done in charting the floor of the Pacific Ocean. Reports of what has been accomplished by the United States Navy Department are available here, with a chart of the coast to the south of San Francisco. The new echo-sounding gear was used, which enables the desired information to be secured by the investigators on board a steamer going at 12 knots an hour. This is a remarkable advance on the old-time method of taking soundings.

The system employed is an adaptation of the hydrophone, used during the war for hunting submarines, and it is worked in conjunction with a sound-signalling apparatus using an explosive signal. Expert listeners on the ship can judge to the fractional part of a second the time it takes for the noise of the explosion to rebound off the floor of the sea and reach the recording instrument. Then, at the speed at which sound travels through water is accurately known, it is an easy matter to calculate from this the depth of the bottom.

"GLOUCESTER" SMALL POX SCARE.

It is remarkably interesting to watch the battle raging between the vaccinationists and the anti-vaccinationists in connection with the small-pox epidemic at Gloucester. The doctors are mobilised in support of prompt treatment on orthodox lines, and they would like to make vaccination compulsory upon everyone according to law. Gloucester is held up as a plague spot-to be shunned by every sane person, and there is no doubt that the ancient city has suffered great financial loss as a result of this campaign. On the other hand, the "anti" are by no means dismayed. Led by Dr. Hadwen, a well-known Gloucester practitioner, who has had experience of small-pox epidemics, Gloucester and the country at large are warned not to be misled. Dr. Hadwen declares that there is no small-pox in the city or neighbourhood, and all that has happened is an epidemic of chicken-pox, which the apostles of what he calls "the Jenner superstition" are using for propaganda purposes to stampede the country into vaccination.

It is a great pity that this bitter controversy has arisen; and the heat with which the point is debated whether vaccination is a fetish or not makes it impossible for any fair-minded man with an open mind on the subject to form an opinion. When doctors differ in this way who shall decide? Plain John Citizen refuses to believe in a national danger from small-pox as a consequence of what has happened at Gloucester, and in spite of the scare and the solemn warnings of the medical fraternity there is no widespread disposition to submit to vaccination. There the matter stands for the present.

(Continued at foot of next column.)

A GREAT IRRIGATION SCHEME.

Sir Montagu Webb, Kt., C.I.E., C.B.E., Member of the Indian Legislative Assembly, contributed the following article last month to the *London Daily Mail*.

Seventy years ago—some ten years after the British had assumed control of the provinces of Sind—a great engineer, Lieutenant (afterwards General) J. G. Rife, R.E., prepared a report on the possibility of utilising the waters of the mighty Indus to irrigate the whole of the province. Sind, it must be explained, is almost the size of England; but a large portion of it consists of mountains, broken and sandy country, so that only about one-half of the whole is good soil and cultivable. The Indus runs through the middle of the province from north to south for over 350 miles on the top of a low ridge, and not, like most rivers, at the bottom of a valley. The river itself has formed this ridge by the deposit of silt on each bank during the floods caused by the melting of the snows of the Himalayas. The slope of the land away from the river is very gradual, and hardly perceptible to the eye, but is quite sufficient to cause the water from the river when in flood to flow down the present canals to various parts of the country. Rife proposed two great canal systems for Eastern Sind and four other systems for Western Sind—a remarkable testimony to his courage, ability, and marvellous vision.

But great engineering conceptions need great resources of all kinds and, in particular, great administrators to carry them through. At that time the man was not forthcoming. And so Rife's schemes were discussed, rejected, revived, and abandoned, not once but several times. The Indian Irrigation Committee of 1901-3 was the last authoritative body to recommend a comprehensive re-examination of the possibilities of better irrigation in Sind.

Engineering knowledge has advanced much since Rife's days, and huge weirs constructed on sandy beds, with gates that can be opened at the bottom to allow flood waters and accumulations of silt to pass through, are now in operation in many places. And so since 1903 successive engineers have worked at the Sind irrigation problem till, at last, Rife's ideas have now taken definite shape in the Sukkur Barrage Irrigation Project of 1920 (prepared by Mr. A. A. Musto, C.I.E.), which was finally approved by the Secretary of State in April last and sanctioned by the Bombay Legislative Council on June 8th.

The great barrage for this scheme—nearly a mile in length—will be thrown across the Indus close to the town of Sukkur. It will not check the river when in flood because all the gates will be open, but in the cold weather, when the gates will be closed, the level of the river immediately above the barrage will be maintained 15 (or more) feet higher than it would otherwise be.

Three big canals, each almost as large as the Thames, will take off just above the barrage to irrigate Western Sind, and four similarly great canals will be excavated to serve Eastern Sind. These artificial rivers together with all their subsidiary streams, distributaries, and drainage canals will be in all nearly 7,000 miles in length!

Enormous tracts of rich alluvial soil (over 6,000,000 acres—500,000 acres more of cultivation *per annum* than there is at present in the whole of Egypt) will produce valuable crops in amazing volume. The following figures will give some idea of the yield of the Sukkur barrage scheme when completed:

Cottonover 190,000 tons.
Wheatabout 935,000 tons.
Rice and other grain crops, well over 1,000,000 tons.

The whole scheme will take twelve years to complete, and is estimated to cost twelve millions sterling, on which eventually a return of 14 per cent. per annum is expected. The value of the crops will be over thirteen millions sterling per annum!

If that can be called blessed which makes two ears of corn grow where at present only one appears, what analogy shall we apply to those men who are now about to enable two crops to be harvested annually where not even one could be reaped?

All honour to the engineers who have conceived so beneficent a scheme. All honour to the Government who are about to carry the scheme to completion. In we see a type of Britain's handiwork in India. The port of Karachi will have to be doubled to deal with the increased exports which must follow the completion of this, the greatest irrigation work in the world.

And the man for whom Sind has waited so long and to whose wise perception, great ability, and exceptional drive, India owes the realisation of a seventy-year-old dream into a concrete reality of infinite possibilities is the present Governor of Bombay—Sir George Lloyd.

THE DOCK STRIKE.

The Dock Strike which broke out in Hull and spread to London and other ports fizzled out like a dam squib after a few days. But, as in always the way, a lot of harm was done to trade by the holding up of cargoes, and, of course, there is no way of estimating the indirect damage. The dockers came out in flat defiance of the orders of their own leaders, who signed an agreement a year ago that wages were to be reduced on a percentage basis in accordance with the fall in the cost of living. Under the agreement the time has come for the dockers to lose a shilling a day. Their wages should come down from 11/- to 10/- as a daily rate; but they refused to abide by the agreement and "downed tools."

The strikers were bound to be beaten almost at once, because they got no strike pay—the leaders whom they defied could be trusted to see to that—and public opinion was dead against them. Nobody was an advocate of sympathy for them, and they have been struggling back to work in gangs beaten and half-shamed. The trouble at the docks would scarcely deserve special notice except for the threat that the men's action made to the sacredness of contracts. If the dockers had been able to enforce their claim to reject a wages agreement whenever it told against them there must be an end of collective bargaining as between Trades Unions on the one hand and employers on the other.

It is well that there is no reason to suppose that the principle of collective bargaining is endangered. On the other hand, the Trades Unions are furious at the way the question has been raised at all. But it is easy to see how difficult is the position of Labour leaders at times, and how liable the Labour movement is to be disturbed by mob dictation.—H.B.

BAROGRAPHS

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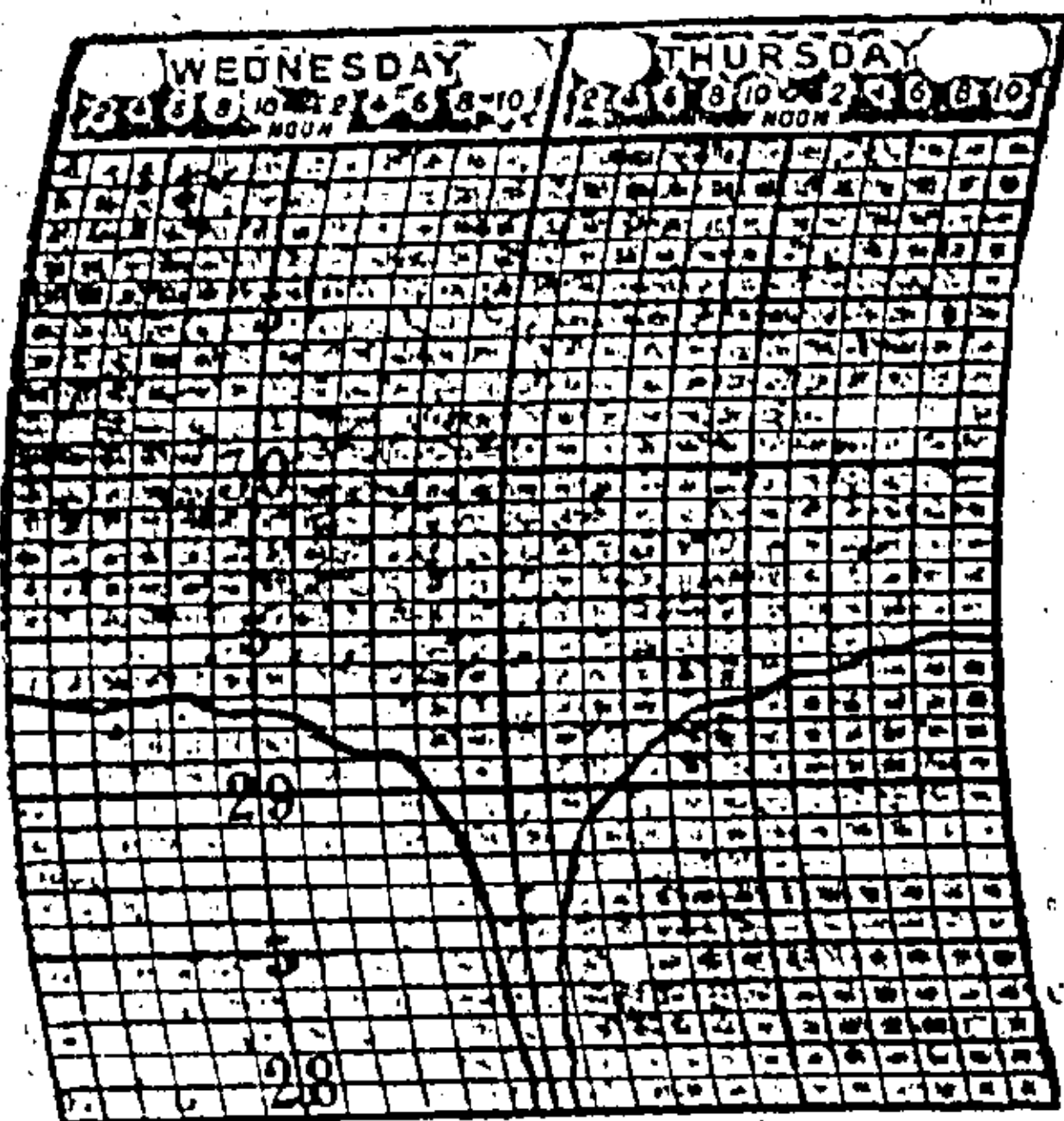


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PARIS FASHION NOTES.

[FROM OUR SPECIAL CORRESPONDENT,
ISABEL RAMSAY.]

PARIS, July 9th.
The Bal de l'Opera, following on the Grand Prix, was an event of unparalleled splendour this year. This means that balls and evening parties will be of unparalleled splendour throughout the year, because the Bal de l'Opera is not only the supreme event of the Paris season, but it also sets the styles for the coming year.

The particular style introduced was Eighteenth Century Chinese, or rather Louis XV Chinese, a style which partakes of the oriental gorgeousness of China and the rococo quaintness of Eighteenth Century France. The colours which predominated were Chinese lacquer red, Chinese blue, gold, black, and the whole gamut of magenta purples and plum colours that are so much a characteristic feature of Chinese embroideries.

Not only were these characteristically Chinese colours and embroideries in evidence, but the wide Chinese sleeves, the tight bodies, and the wide panniers of the gowns worn in the days when Louis XV was king of France—a perfect fashion *entente cordiale* between France and China. Any of all of these may be expected to appear in a modified form on dresses during the coming season, although they may not be so exaggerated as they were at the Bal de l'Opera, where most of the costumes really gave one the impression of being more in keeping with a fancy-dress ball than an essentially elegant, social function to which all smart Paris had bled them.

Judging by what I saw here, the flaring sleeve which was with us a few seasons ago may be expected to return; puffed side panels, in skirts, which are certainly not a novelty, may be even more stressed as the season advances; the circular cutting—which has gone through a number of modifications, what with the godet pleats and the full circular coats and capes and such-like variations—will doubtless be modified and converted into a slightly circular form that suggests Mandarin robes. Side fastenings, also, were in evidence to such an extent that they are bound to be one of the features of dresses and coats this season; if the oriental influence is to count for anything, this, of course, was to be expected, as no well-behaved Mandarin cat buttons up except on the side.

The full dresses like those Jeanne Lanvin, above all designers, has done so much to popularise in Paris during the last few years took on a decided Louis XV note at this ball, they were present in all their glory of tight tulle bodies ending in a point in front; billowing side panniers and skirt, slit in front to reveal a dainty underpetticoat. The possible variations of the billowing note appear to be inexhaustible. To begin with, they were Spanish in type, then they inclined to Venetian, then the romantic candelabra effect came to the fore, then the influence of Nell Gwynn and her period was felt; and finally, the French Eighteenth Century is ruling, and modern dances of fashion are going about robed in a modernised version of the frocks with which the alluring Dubarry was wont to deck herself.

Everything points to the near doom of the straight, chemise frock, as designers seem to be frantically determined to bring in another style that will give them more scope for their imagination, and, as the style they have chosen calls for the use of infinitely more material and more trimming than the simple chemise frock, manufacturers are naturally aiding and abetting them to the best of their ability. Whether these two forces combined will succeed in dominating the will of women determined to go revelling in the comfort and the grace of loose Greek type of gowns remains to be seen. In the meantime, no self-respecting mannequin and no leader of fashion would dream of being seen in anything but a dress that is a mass of panniers and flounces and a bodice that just allows them a minimum of breathing and moving space.

There was so much to note at the Grand Prix last Sunday that I had not sufficient space to mention the innovation of lace shoulder capes and velvet hats. Lace gowns, made of the cobwebby silken lace which comes from the looms of Calais, were to be seen in profusion. Lady Granard wore a gown of fine cerise lace over a foundation of black, this underskirt appearing unveiled in guise of a front panel and the rest of the top skirt being trimmed with flounces of the same lace. A wide black straw hat trimmed with aigrettes completed the costume. The Marquise de Polignac, also, wore cerise lace, but she showed up hers over an underskirt of beige crepe, the long lace sleeves being trimmed with gold braid. Her yellow straw hat showed a wide capeline type of brim and the crown was of brown velvet. Another striking lace gown. I noticed was of black over black crepe, and was accompanied by a little lace shoulder cape. The Baroness Robert de Foucault wore a white lace gown and finished with a jade-green giraffe. The Baroness Villiers de Terrage wore a cream shade of crepe frock that was trimmed with a charming lace shoulder cape; she added a brown lace hat. An American leicress appeared in one of the smart magpie costumes which showed a white coat covering a white bodice that reached to the hip from where it continued on as a black satin skirt hung with panels of black lace.

One of the numerous little cloche hats I mentioned in last week's letter was a rather smart and simple affair; it was in a duck-egg blue shade and was trimmed with a band of velvet ribbon in a darker shade that ended in long streamers reaching down behind almost to the wearer's knees. Another little cloche was carried out in black lace and was turned sharply at the back. Some hats struck the happy medium between large and small, and

(Continued at foot of next Column.)



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LOST OR STOLEN—Brindle BULL DOG, White Patch on Neck, from the Night of 8th August. Finder or Informer will be Rewarded. Communicate with A. L. ALVES, 41, Graafield Road, Kowloon, Telephone K210, Central 618. [118]

LOST—Between Deep Water Bay and Hong Kong and Aberdeen on August 9th from a Car, One DARK BLUE LADY'S RAINCOAT. Finder will be suitably Rewarded on returning the same to No. 8, LEIGHTON HILL, Broadwood Road. [117]

TO LET—EUROPEAN FLATS in Lee Building, Wanchai Gap Road. Apply to 32, Kennedy Road. [119]

many of these had the coal-scuttle lines which were so popular with belles of the Second Empire.

Another note I remarked was the evolution of the cloche hat into the jockey type of head-gear, many of the cloches having developed the front brim to such an extent and diminished the back one proportionately that an out-size in jockey-cap effects has been the inevitable result.



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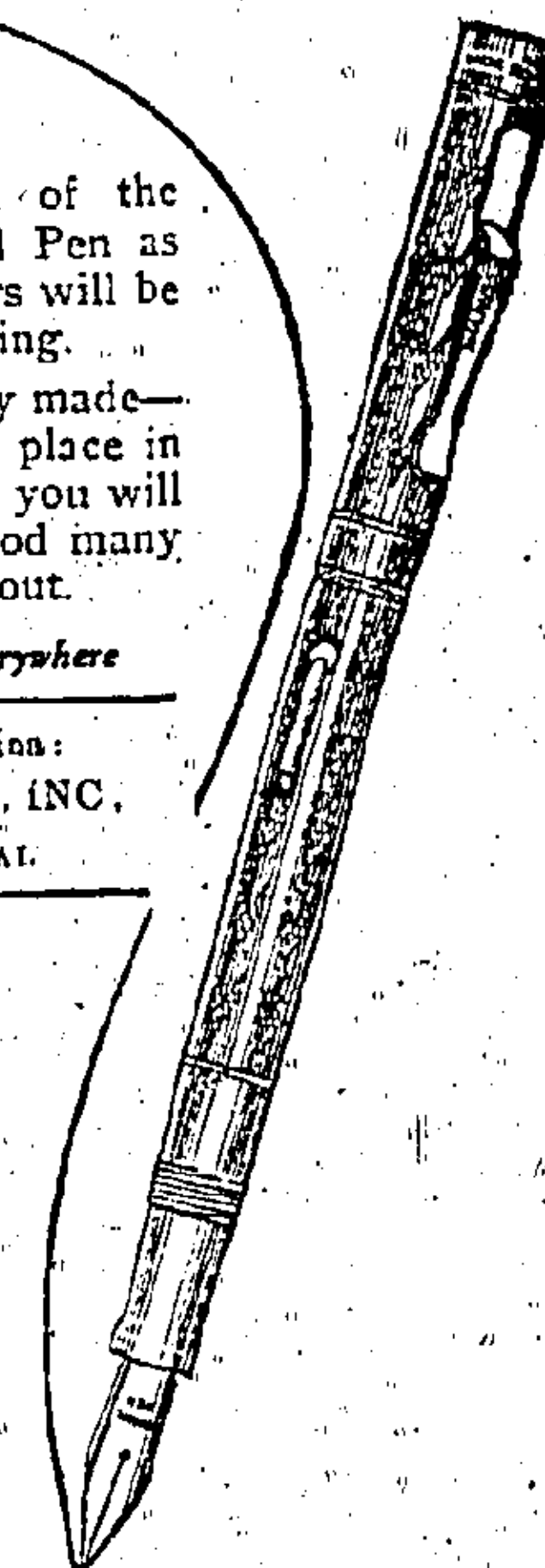
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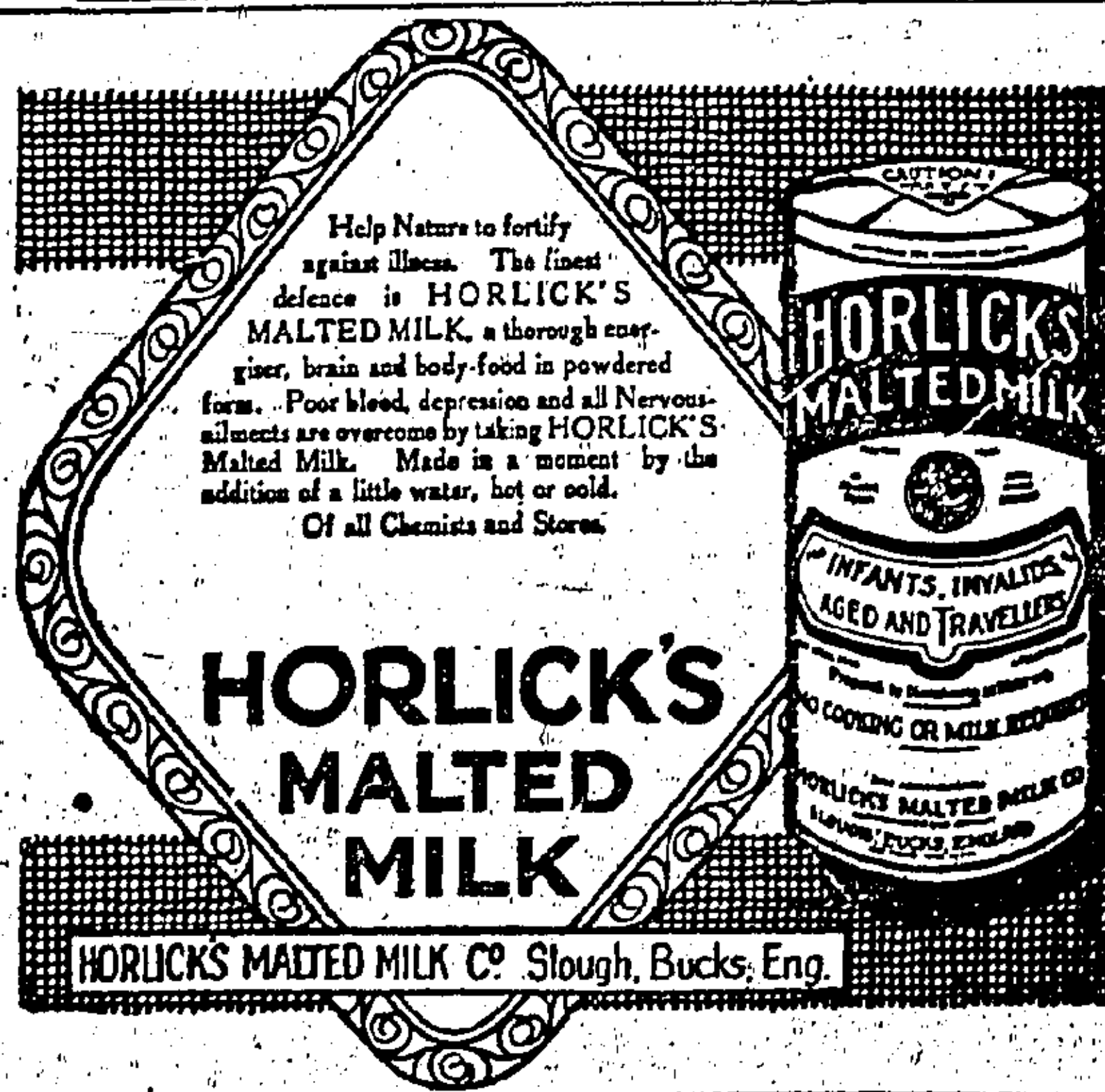
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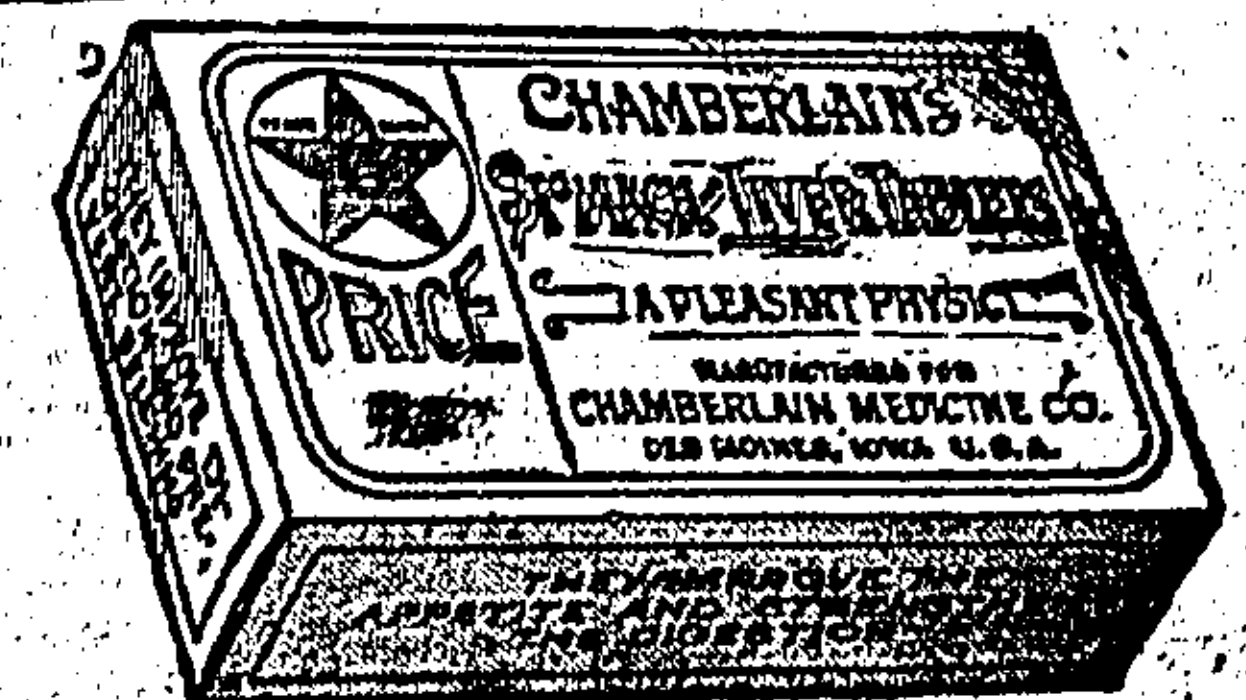


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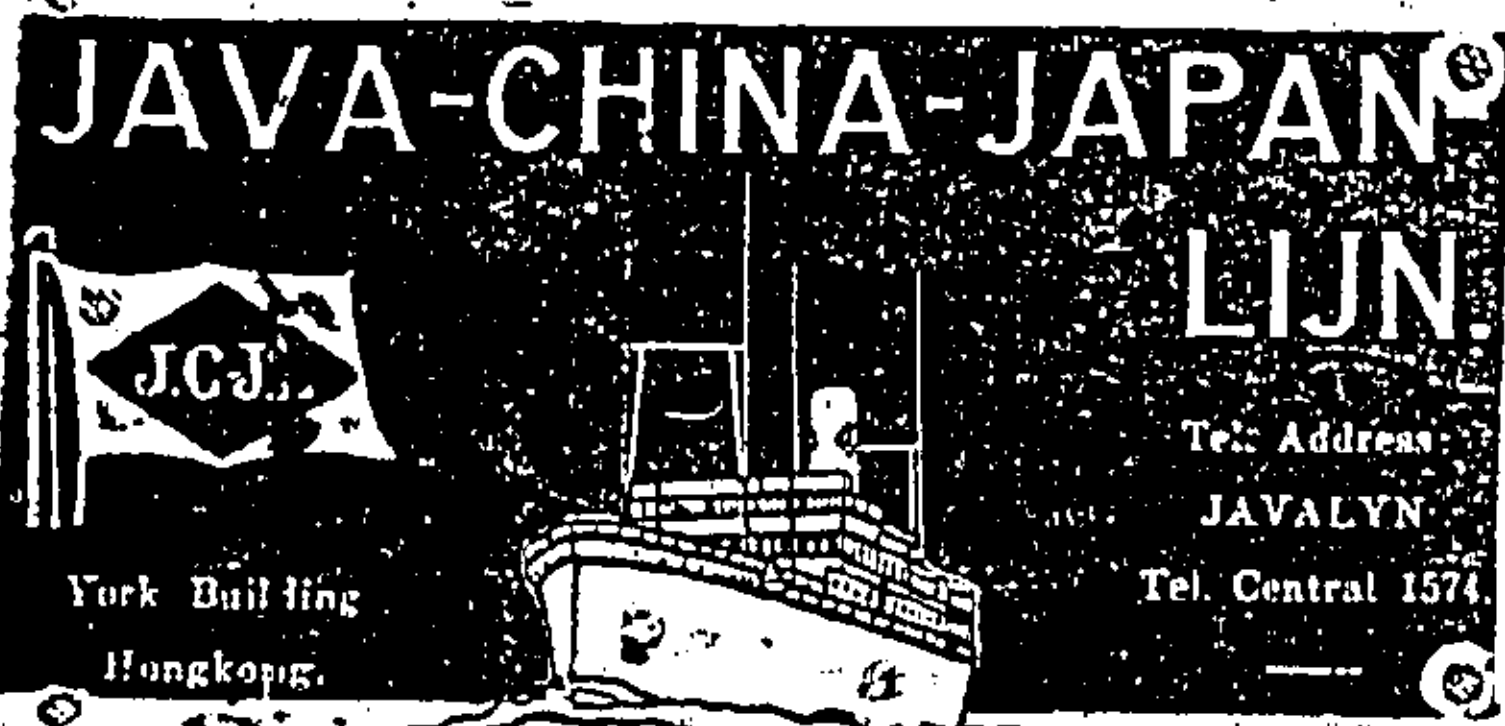
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TJIKEMBANG	NORTH CHINA	—	29th Aug.	BATAVIA

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S.S. "OOSTERK"	25th Sept.
S.S. "OOSTERK"	23rd Oct.

Sailings to Europe subject to alterations.

Steamers	For	Sailing on or about
"SAPAROE"	Rotterdam, Amsterdam, Hamburg & Bremen	8th Sept.
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Yamato Hotel	Yamato Hotel

ROYAL VISIT TO EDINBURGH.

KING'S 8,000 GUESTS.

The visit of the King and Queen to Edinburgh, supposed to be more or less of a domestic character, developed into a series of Royal public functions, which gave enormous gratification to the people everywhere. Their Majesties were greeted with the utmost enthusiasm, and the presence of the Duke and Duchess of York added in no small measure to the success of the occasion.

The King and Queen left Holyrood in the morning to perform the important ceremony of opening a new electric power station at Portobello. His Majesty wore morning dress, and the Queen was dressed in a light blue costume with a cream-colored cloak and toque to match. The Duke and Duchess of York accompanied them, the latter wearing a light straw hat and a dress of light brown. The Royal party left the Palace in an open landau drawn by two beautiful greys. In attendance were Viscount Novar, the Earl of Bradford, and the Countess of Airlie. On the way the Royal visitors passed in the park beneath the brow of the famous Arthur Seat, the prettiest spectacle that Edinburgh produced during their Majesty's stay. It was an assembly of about 35,000 school children, nearly every one of whom carried a flag. They cheered lustily, and the King and Queen bowed graciously to the joyous scholars as they drove between their ranks.

At Portobello their Majesties were received by the Lord Provost of Edinburgh, the magistrates and councillors, and other municipal dignitaries. A touch of old-time pageantry was given to the scene by the presence of a body of halberdiers. All the way to Portobello, which is a distance of about three miles from Holyrood Palace, the thoroughfare was crowded with a vast, cheering multitude. Upon the arrival of the King and Queen the band of the Dragoon Guards played the National Anthem, and Lady Hatcheson, wife of the Lord Provost, presented her Majesty with a beautiful bouquet. The Lord Provost read an address, which asked the King to perform the ceremony of opening the station, gave a history of the scheme, and explained that from that source would be supplied Edinburgh and the counties of East Lothian and Midlothian. He also handed to the King a golden key with which to open the building.

A HUGE SCHEME.

His Majesty, in reply, said: "It is with great pleasure that I accept your request to perform the ceremony of opening this electricity supply station of your Corporation. I have heard with interest the history of the development of this scheme, and I appreciate the enterprise shown by the City of Edinburgh in making available such abundant supplies of electricity for the many purposes for which it is required at the present time. It is an additional source of interest that this is the first electricity district to be constituted in Scotland, and I am gratified to hear of the co-operation of the County Councils of East Lothian and Midlothian in the undertaking. The successful completion of a scheme of this magnitude, costing as it does over one and a half million pounds, is a great tribute to the skill of the distinguished electrical engineer who acted as the technical adviser of the Corporation, and of all those who have worked under his direction. The Queen and I thank you heartily for the warm welcome given us, and I accept with much satisfaction the assurance of your loyal and devoted attachment to my Throne and person."

Their Majesties then entered the works, and the King made a close inspection of the boiler-house and machinery. He evinced keen interest in thirty ex-Servicemen employed in the station, and had quite a long talk with them. He conversed with an ex-Naval man amongst them who served on the *Barchante* in 1881 when his Majesty was undergoing his naval training. Upon their Majesties leaving the building the Queen noticed two lady councillors standing in the midst of their male colleagues. They were Mrs. Miller and Mrs. Somerville, who were wearing their civic scarlet cloaks and cocked hats. Her Majesty shook hands and chatted with them a few moments. She expressed pleasure at their interest in such subjects as heating and child welfare.

INSPECTION OF NURSES.

During the afternoon a pleasing ceremonial took place at the Palace, when the Queen inspected the Scottish nurses of the Queen Victoria's Jubilee Institute. The nurses assembled on the north lawn, to the number of nearly 350. They came from as far north as the Orkneys and from the Hebrides, North West, Ross-shire, Inverness-shire, Argyllshire, and Dumfriess. The Duchess of York was present with her Majesty, and the Countess of Mar and Kellie, who is chairman of the Scottish Council of the Institute, was also there. The nurses looked attractive in their simple uniform as they marched within the walls of the grey old building. The Queen distributed long service badges to those who had served the institute for over twenty years, and she uttered kindly words of appreciation to many of them who had been engaged in this work.

The King's garden party, which was held in the afternoon in the lovely grounds of Holyrood Palace, was a conspicuously successful gathering. About 8,000 invitations had been issued. Every phase of Scottish life was represented. Peers and Peersesses assembled there in large numbers, and the brilliant throng included members of Parliament, eminent judges, lawyers, heads of universities, and public elementary schools, high ecclesiastics, scientists, the Lord Provosts and Provosts of Scotland, and the chiefs of all manner of institutions. It was one of the most fashionable assemblies which has come together since the war. Many naval and military officers were amongst the guests, and the Royal Scottish Archers, in their handsome uniforms, were a striking feature of the remarkable concourse. Thousands of people who were not privileged to be present mounted the heights of Arthur Seat and were able to

(Continued on next column.)

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PEPS Speedily Remove Distressing Cough, Congestion and Breathing Difficulty.

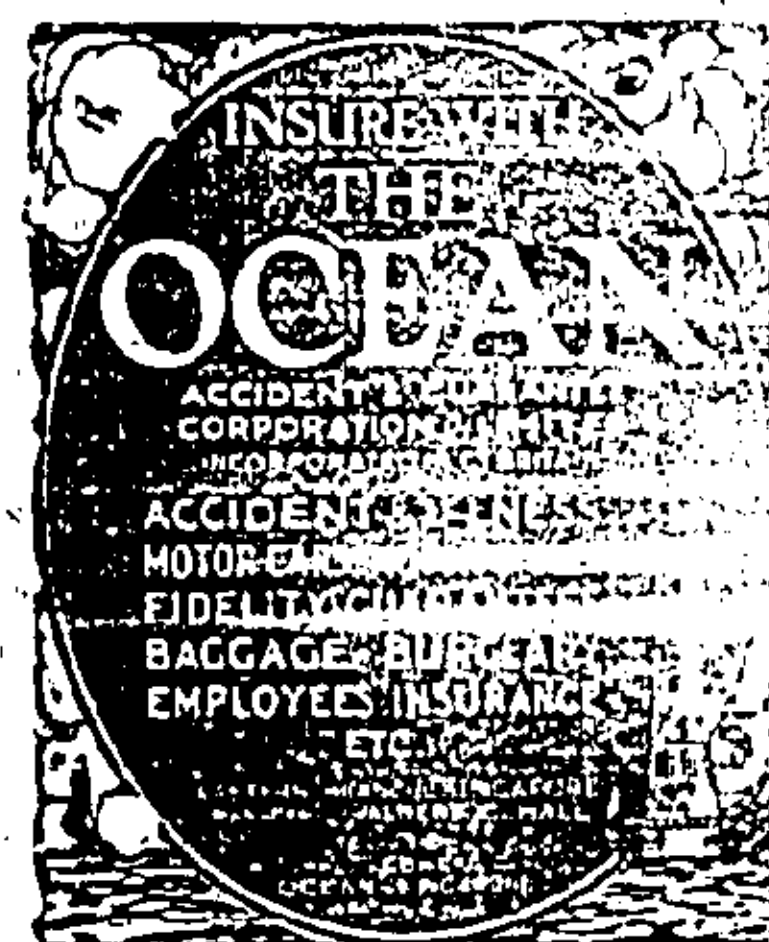
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get an almost uninterrupted view of the scene in the Palace grounds. The day was brilliantly fine. Bands of the King's Dragoon Guards and of the Highland Light Infantry supplied the music. The King and Queen strolled on the lawn throughout the afternoon, and chatted with the guests. His Majesty wore a grey frock suit and a white top hat. The Queen was superbly attired in a figured, light heliotrope dress and a toque of similar colour. The Duke of York was in morning dress, whilst the Duchess wore a costume of a biscuit shade with hat to match. The party lasted a couple of hours. At its conclusion the band played the National Anthem, and the guests separated.—*Daily Telegraph.*

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ANTUNG via SHANGHAI	"ESANG"	Wednesday, 15th Aug., 11 a.m.
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SHANGHAI via SHANGHAI	"TUNGSHING"	Friday, 17th Aug., 11 a.m.
MANILA	"HONGSANG"	Friday, 17th Aug., 3 p.m.
SHANGHAI via SHANGHAI	"TAISANG"	Sunday, 19th Aug., 11 a.m.
BANGKOK via SHANGHAI	"CHAKSANG"	Monday, 20th Aug., 2 p.m.
TSINGTAU via SHANGHAI	"KWONGSANG"	Wednesday, 22nd Aug., Noon.
TIENTSIN	"CHIPSING"	Wednesday, 22nd Aug., 2 p.m.
STRAITS & CALCUTTA	"LAISANG"	Wednesday, 22nd Aug., 3 p.m.
HAIPHONG via HOIHOW	"LEESANG"	Friday, 24th Aug., 8 a.m.
KORE via SHANGHAI	"KUTSANG"	Friday, 24th Aug., Noon.
STRAITS & CALCUTTA	"FOOKSANG"	Tuesday, 28th Aug., 3 p.m.
SANDAKAN	"HINSANG"	Thursday, 30th Aug., 11 a.m.
BANGKOK via HOIHOW	"CHUNSANG"	Wednesday, 5th Sept., 8 a.m.

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"GLENLUCE"	10th Sept.
"GLENNOLE"	20th Sept.
"CARMARTHENSHIRE"	6th Oct.

HOMEWARDS.

Vessel	Leaves H'kong	Discharge
"CARNARVONSHIRE"	16th Aug.	London, Rotterdam & Hamburg
"GLENBEG"	29th Aug.	London, Rotterdam & Hamburg

Movements are subject to change without notice.
For freight or further particulars please apply to—

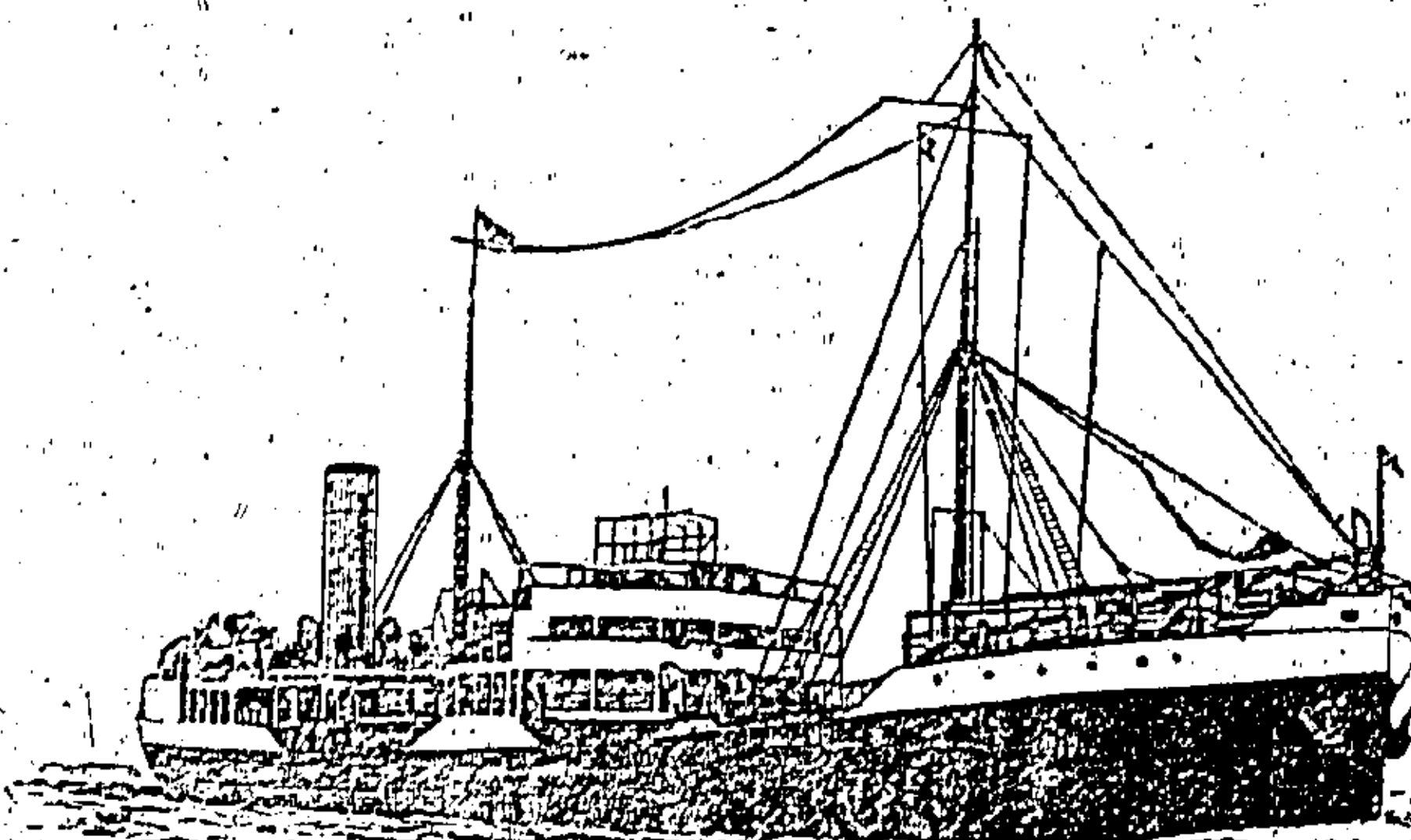
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4270' x 53'1" x 31'0" x 8,400 tons d.w. x 3,100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD. at KOWLOON DOCK to the order
of THE ANGLO Saxon PETROLEUM CO., LTD., being one of four similar vessels built in these WORK
to the same order.

Please address enquiries to the Chief Manager:

R. M. DYER, B. Sc., M.I.N.A., Kowloon Dock, Hongkong.

SHIPPING NEWS

ARRIVALS.

August 13th.
Cochinchine, French str., 1,097 tons, Capt. P. R. Morganti, from Hoibow, with a general cargo.—Kai Yee & Co.
Yinde, French str., 388 tons, Capt. Le Chevalier, from Haiphong, with a general cargo.—Kai Yee & Co.
Kuang Chong, British str., 1,643 tons, Capt. J. W. Harding, from Singapore and Amoy, with a general cargo.—B. & S.
Potung, Chinese str., 234 tons, Capt. Ho Kim Hi, from Kwang Chow Wan, with a general cargo.—Ching Tung & Co.
Sekino Maru, Japanese str., 994 tons, Capt. T. Nakamura, from Keelung, with coal.—Y.K.K.
Winghong, British str., 2,097 tons, Capt. E. T. Rapley, from Hongay, with coal.—B. & S.
August 14th.
Benaroch, British str., 3,702 tons, Capt. W. Webster, from Singapore, with a general cargo.—Gibb, Livingston & Co.
Chilli, British str., from Canton.
Lushan Maru, Japanese str., from Canton.
Zygonu, British str., 4,814 tons, Capt. Arthur L. Gordon, from Hamburg and Amoy, with a general cargo.—B. & S.
Reims, French str., 314 tons, Capt. A. Menanteau, from Hoibow, with a general cargo.—Tai Woo & Co.
Sosha Maru, Japanese str., from Canton.
Takoo Wan, British str., 1,824 tons, Capt. D. Williams, from Samarang, with sugar.—B. & S.
Yon On, Chinese str., 184 tons, Capt. Chan Chat, from Hoibow, with a general cargo.—Yan woo & Co.

CLEARANCES.

August 13th.
Van Oerstraten, for Amoy.
Farru, for Shanghai.
August 14th.
Amherst, for Hoibow.
Benaroch, for Shanghai.
Chung Hing, for Canton.
Cochinchine, for Canton.
Dashistan, for Saigon.
E. Sang, for Shanghai.
Haiyang, for Saigon.
Ho Sang, for Singapore.
Hsinching, for Shanghai.
Kwangchow, for Swatow.
Luchow, for Swatow.
Pharis, for Tarakan.
Phra Yang, for Swatow.
Potung, for Kwang Chow Wan.
President Cleveland, for Shanghai.
Sekino Maru, for Canton.
Yueynguen, for Canton.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Australia* left Shanghai on August 14th, at 9.30 a.m., and is due at Hongkong tomorrow, Aug. 15th, at 5 p.m. She will berth at Pier No. 5, Kowloon Wharf.
The N.Y.K. s.s. *Shidzuka Maru* (American passenger line), left Shanghai, for Hongkong on August 14th, and is expected here on August 15th.

VESSELS EXPECTED.

Amboise (M.M.), due August 28th.
Andre Lebon (M.M.), due August 17th.
Bellerophon (Blue Funnel), due Sept. 7th.
Benledi (Ben Line), due Sept. 8th.
Cordillere (M.M.), due September 11th.
Empress of Asia, due August 27th.
Empress of Australia, due August 16th, 5 p.m.
Mentor (Blue Funnel), due August 31st.
Merionese (Blue Funnel), due Sept. 8th.
Pereux (Blue Funnel), due August 25th.
Shingo Maru (T.K.K.), due August 21st.
Victoria, due August 27th.

WEATHER REPORT.

August 14th at 11.40.—Pressure has decreased moderately from Vladivostok to N. E. Japan. It is nearly stationary at Yap and Guam and has increased slightly at the majority of other reporting stations.
A feeble anticyclone covers Japan and a depression covers China.
The position of the Guam typhoon is uncertain.

Hongkong rainfall for the 24 hours ending at 10 a.m., 14th August, 1.01 inch. Total since January 1st, 55.60 inches, against an average of 58.69 inches.

The forecast for the 24 hours ending at noon, 15th Aug. is as follows:—

District Forecast
Hongkong to Gap Rock { S. winds, moderate;
generally overcast,
occasional rain.
Formosa Channel ... do.

South coast of China between
Hongkong and Hainan } do.
South coast of China between
Hongkong and Lamoocks } do.

BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

Waterlevels in English Feet at 8 A.M.

Place of Observation.	Highest W.L. ever recorded.	Lowest W.L. ever recorded.	1922.	
			W.L. Aug. 11	W.L. Aug. 13
Wuchow, W. River	+78.60	-2.42	60.2	—
Kongmoon, W. River	+14.70	-0.80	12.6	—
Lankonghow, N. River	+87.00	—	16.0	15.5
Samshui, N. River	+27.25	-5.00	22.8	22.2
Shoklung, E. River	+15.15	-0.88	12.6	—

Engineer-in-Chief.

CANADIAN PACIFIC

HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.

From	Thru	Due	From	Thru	Due
Empress Australia	Aug. 24	Sept. 12	Montcalm	Sept. 21	Sept. 28
Empress Asia	Sept. 6	Sept. 24	Empress Scotland	Sept. 29	Oct. 4
Empress Canada	Sept. 23	Oct. 8	Empress France	Oct. 13	Oct. 19
Empress Russia	Oct. 4	Oct. 22	Empress Scotland	Oct. 27	Nov. 2
Empress Australia	Oct. 19	Nov. 7	Montcalm	Nov. 16	Nov. 23
Empress Asia	Nov. 1	Nov. 19	Empress Scotland	Nov. 30	Nov. 30
Empress Canada	Nov. 17	Dec. 3	Empress France	Dec. 9	Dec. 15
Empress Russia	Nov. 29	Dec. 17	Empress Scotland	Dec. 23	Dec. 29

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of cabins on Atlantic steamers held out and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily.
Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

Passenger Department: Tel. 752. Cables: GACANPAO.
Freight and Express: Tel. 42. Cables: NATILUS.

T. K. K.

THE PATHWAY OF THE SUN

REDUCED FARE TO EUROPE. £120. £112-£110.

First class throughout. Mono class steamers on the Atlantic.

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE INLAND SEA, JAPAN AND HONOLULU.

STEAMERS. LEAVE HONGKONG.

KOREA MARU (calling at Manila and Keelung) ... 22,000 tons, Aug. 16th.

SEIKYO MARU (calling at Manila and Keelung) ... 22,000 tons, Aug. 31st.

SIBERIA MARU (calling at Dairen) ... 22,000 tons, Sept. 15th.

TAIYO MARU (calling at Manila and Keelung) ... 22,000 tons, Sept. 26th.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA.

CALLAO, MOLENDINO, APHICA AND IQUIQUE.

THREE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

STEAMERS. LEAVE HONGKONG.

GINYO MARU ... 16,000 tons, September 5th.

ANYO MARU ... 16,000 tons, October 20th.

SEIYO MARU ... 16,000 tons, December 4th.

BAKUYO MARU ... 16,000 tons, January 15th.

JAPAN-HONGKONG-JAVA SERVICE.

OSAKA, KOBE, MOJI, DAIREN, HONGKONG, BATAVIA, SAMARANG AND SOERABAYA.

STEAMER. DESTINATION. LEAVE HONGKONG.

PERSIA MARU (Keelung, Moji, Kobe & Osaka) ... August 17th.

NEW YORK LINE. (Freight only) VIA JAVA AND SUEZ.

STEAMER. MEIYO MARU ... about September 30th.

For full information regarding Passengers, Freight & Sailings.

Apply to: Y. TSUTSUMI, Manager, King's Building.

Agents at Canton: Messrs. T. E. GRIFFITH. Tel. No. C. 2374 & 2375.

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG & HAIPHONG.

SAILING FROM HONGKONG.

For HAIPHONG via Hoibow & Pakhoi.

s.s. "TAIKWA MARU" ... on or about 23rd Aug.

For KEELUNG via Swatow & Amoy.

s.s. "NANYO MARU No. 1" ... on or about 23rd Aug.

For further particulars, please apply to: S. MITARAI, Agent.

Branch Office: No. 27, Bonham Strand, West. Tel. Central No. 155.

Top Floor, King's Building, Tel. Central No. 140.

Thos. Cook & Son.

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TRANS-PACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO

SAN FRANCISCO

SHANGHAI, KÖBE, YOKOHAMA & HONOLULU.

"PRESIDENT CLEVELAND" ... Aug. 16th.

"PRESIDENT PIERCE" ... Aug. 29th.

Sailing and Fares subject to Change Without Notice.

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£110

FIRST CLASS

ONE CLASS STEAMERS

THROUGHOUT. ON ATLANTIC.

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

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SALT LAKE
CHICAGO
NEW YORK

CONNECTING WITH ANY

DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.

VISIT

YOSEMITE
GRAND CANYON
FEATHER RIVER
YELLOW STONE PARK
NIAGARA FALLS.

HONGKONG—MANILA

"PRESIDENT PIERCE" ... Aug. 20th.

"PRESIDENT WILSON" ... Sept. 3rd.

HONGKONG—CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & RANGOON.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

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Cable Address: Tel. Central 141. Canton Agents: "SOLANO" 3322. HOLYOAK, MASSEY & CO., LTD.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports.

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

Through passage rates to Europe via America. G.3405, G.3420, G.3440.

SHIDZUKA MARU ... Wednesday, 5th Sept., at 11 a.m.

KAGA MARU ... Monday, 15th Oct.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

HAKONE MARU ... Tuesday, 21st Aug., at 4 p.m.

SUWA MARU ... Thursday, 29th Aug., at 11 a.m.

HAM JUNG via LONDON & ROTTERDAM.

MATSUYE MARU ... First half Sept.

LIVERPOOL via MARSEILLES & VALENCIA.

DARBAN MARU ... First half Sept.

SYDNEY & MELBOURNE via Manila, &c.

AKI MARU ... Thursday, 16th Aug., at 11 a.m.

TANGO MARU ... Wednesday, 19th Sept., at 11 a.m.

NEW YORK & BOSTON via PANAMA.

LISBON MARU ... First half Sept.

BUENOS AIRES via Singapore, Durban & Cape Town.

KANAGAWA MARU ... End Oct. or beginning Nov.

BOMBAY via Singapore and Colombo.

WAKABA MARU ... Monday, 27th Aug.

CALCUTTA via Singapore, Penang & Rangoon.

RANGOON MARU ... Thursday, 30th Aug.

NAGASAKI, KÖBE & YOKOHAMA.

TANGO MARU ... Saturday, 18th Aug. Afternoon

SHANGHAI, KÖBE & YOKOHAMA.

MURORAN MARU ... Sunday, 26th Aug.

HAKOWANI MARU ... Tuesday, 29th Aug.

NAGANO MARU ... Thursday, 30th Aug.

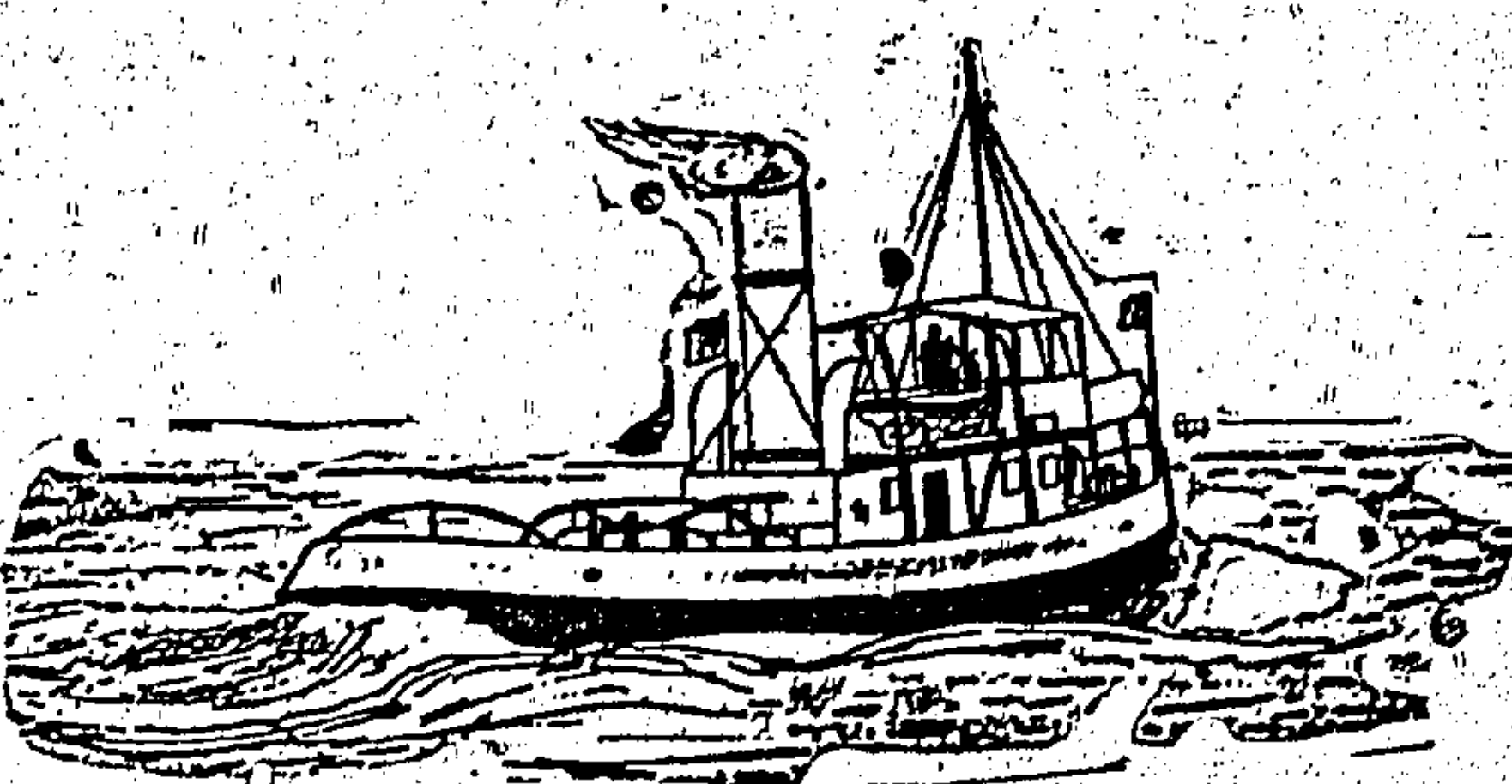
For further information apply to— NIPPON YUSEN KAISHA

Telephone: Central Nos. 232, 233 & 2422. F. OGURI, Manager.

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Boiler, Makers, Founders and Constructional Engineers and Repairers.

WORLD OUTPUT OF SHIPS.

CONTINUED DEPRESSION.

GERMANY TAKES THE SECOND PLACE.

The clouds of depression still hang over the British shipbuilding industry. This condition is pretty general all the world over, as Lloyd's Register of shipbuilding returns for the quarter ended June 30th show. The United States, Italy, France, and Japan are suffering in their shipbuilding even more than Great Britain is, and, indeed, in America the whole shipbuilding effort which the war brought about since spent itself, and its production of new ships is quite a minor matter.

In Germany alone, of foreign countries, there seems to be any upward movement in the construction of new vessels. The figures furnished to Lloyd's Register do not show the new tonnage laid down in the last quarter in regard to Germany, but the tonnage of launches is given. In the last quarter 118,292 tons gross of new vessels were launched in Germany, and 11,772 tons gross in Danzig. In the same period only 239,373 tons were launched from British yards, and Germany is thus stepping into a second place again as regards the output of ships.

The returns also show that 241,283 tons gross of new vessels were laid down in British yards during the quarter, and that quantity for all practical purposes balances the amount of launches.

The memorandum attached to Lloyd's Register shipbuilding returns deals with the situation as follows:
The returns show a decrease of about 154,000 tons, as compared with the previous quarter, in the tonnage under construction in Great Britain and Ireland, viz.: 1,337,750 tons; and the decrease, as compared with twelve months ago, reaches about 582,000 tons. The total includes 130,000 tons on which work has been suspended for some time. Deducting this amount in order to enable a comparison to be made with figures for normal times, the tonnage actually under construction in Great Britain and Ireland now amounts to 1,208,000 tons. The average tonnage under construction during the twelve months immediately preceding the war was 1,800,000 tons, i.e., 682,000 tons more than the present figures.

As compared with the figures for the quarter ended March 31st, 1923, there has been a slight increase in the tonnage launched, but a considerable decrease in the tonnage commenced in Great Britain and Ireland during the past quarter, the latter tonnage only amounting to 16 per cent. of the work in hand at the beginning of the quarter. The total merchant tonnage building in other countries is 1,208,000 tons, but this includes about 182,000 tons upon which work has been suspended, leaving about 1,026,000 tons actually under construction; the latter figure is 146,000 tons less than at the end of March, 1923.

LEADING COUNTRIES ABOARD.
The figures for the leading countries abroad are:

Germany and Danzig ... 355,405 tons.
France ... 170,586 tons.
Italy ... 141,542 tons.
United States ... 132,680 tons.
Holland ... 99,821 tons.

Vessels launched in the world total 570,412 tons, of which 239,373 tons were launched in Great Britain and Ireland, 160,065 tons in Germany and Danzig, 53,333 tons in the United States, and 117,641 tons in other countries. The tonnage commenced in the world during the same period amounted to 314,375 tons, of which 241,283 tons were commenced in Great Britain and Ireland; these totals, however, do not include vessels commenced in Germany during the quarter, such information not being yet available.
The total world tonnage under construction 2,543,836 tons—includes 922,000 tons (of which 130,000 tons are in Great Britain and Ireland) on which work is suspended. The tonnage actually under construction is thus 2,282,000 tons, which total is 1,104,000 tons below the highest pre-war record reached on June 30th, 1913, viz.: 3,440,568 tons.

There are at present under construction in the world 32 vessels of between 10,000 and 20,000 tons each, and 11 of 20,000 tons and upwards; these figures include 28 vessels building in Great Britain and Ireland, 8 of which are of the larger size. Of the vessels under construction in the world 308 of 1,318,505 tons are under the inspection of the Society's Surveyors, with a view to Classification in Lloyd's Register Book.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 14th.

	Previous Day at 2 p.m.	Date On Date	
		6 a.m.	2 p.m.
Barometer	29.68	29.73	29.76
Temperature	81	80	79
Humidity	86	86	93
Wind Direction	South	SE	N
Force	2	2	1
Weather	0	0	0
Rain	0.07	0.0	0.73

Highest open-air Temperature on 13th ... 84

Lowest open-air Temperature on 14th ... 79

HONGKONG TIDE TABLE

From August 15th to 21st, 1923.

Day of Week	Days of Month	High Water		Low Water	
		H'kong Standard Time	H'kong Height	H'kong Standard Time	H'kong Height
Wed.	15	h. m.	ft. in.	h. m.	ft. in.
		10 33	7 4	4 21	2 4
Thur.	16	11 07	5 4	5 21	1 2
		11 44	6 9	5 20	1 2
Fri.	17	0 41	5 0	6 20	1 7
		0 43	6 2	7 11	2 2
Satur.	18	1 21	5 7	7 27	2 7
		2 44	5 5	7 54	2 8
Sun.	19	2 26	5 3	8 39	2 7
		3 46	4 8	9 43	2 3
Mon.	20	3 34	5 0	10 44	2 6
		5 21	4 4	9 44	2 6
Tues.	21	4 44	6 3	10 55	3 8
		6 44	4 5	10 55	3 8

"ELLERMAN LINE"

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE

OUTWARDS.

S.S. "KASAMA" ... 3rd Sept. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

S.S. "CITY OF GLASGOW" ... 28th Aug. ... Marseilles, London, Rotterdam & Hamburg.

PASSAGE RATES TO LONDON.

A" Class Steamers	1st Class £22.—2nd Class £22.
B" Class Steamers	1st Class £24.—2nd Class £26.
C" Class Steamers	1st Class £26.

S.S. "C" Class Steamers comprise those of the Cargo type which have accommodation for a few passengers but do not carry Doctor or Stewardess.

Subject to change without notice.

For further particulars apply to—

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Sailings from Hongkong.

S.S. "CITY OF BOSTON"	... via Suez Canal	... 25th August.
S.S. "ANTIOCHUS"	... via Suez Canal	... 5th Sept.
S.S. "BELLEROPHON"	... via Suez Canal	... 15th Sept.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.
(JOHN SWIRE & SONS, LTD.)
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.**M. MESSAGERIES MARITIMES M.**

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	For Arr. at Hongkong and Japan.	Probable Sailings from Hongkong for Marseilles.
ORAMBORD	20th Aug.
PAUL LECAT	3rd Sept.
ANDRE LEBON	17th Sept.
AMBOISE	1st Oct.
COILLIERE	15th Oct.
ANGERS	29th Oct.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class) ... 95.00 Cl.	B CLASS (1st Class) ... 88.00 Cl.
STEAMERS (2nd) ... 68.00 Cl.	STEAMERS (2nd) ... 62.00 Cl.

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boat).

S.S. "C. DORISE" loading for HAYBE, ANTWERP & DUNKIRK, about 15th August.

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2, CONSIGNATION—TRANSIT—REPRESENTATION.**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, and most Excellent cuisine.

FOR

SWATOW, AMOY & FOOCROW

AND RETURN

(Occupying 8 or 10 Days)

HAIHONG	...	Capt. W. C. Parnmore	Wednesday, 15th Aug. at 12 Noon.
HAIPOONG	...	Capt. Ellis Walker	Friday, 17th Aug. at 1 p.m.
HAIHING	...	Capt. J. B. Thomson	Tuesday, 21st Aug. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blakes Pier).

For Freight and Passage apply to—

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(General Managers.)**JAPAN COAL**

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Lines

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MAIL AND PASSENGER SERVICES
STRAITS, JAVA, SUMATRA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
(NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.)**PENINSULAR & ORIENTAL FORTNIGHTLY**
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonn	From Hongkong (about)	Destination
"KASHMIR"	8,960	32nd Aug. Noon	Mars. Gib. London & Antwerp.
"ALIPORE"	5,273	23rd Aug. Noon	S'pore, Penang, Colombo & B'way.
"MACEDONIA"	11,089	7th Sept.	B'way, Mars. Gib. L'don & A'warp.
"SICILIA"	6,613	20th Sept.	S'pore, Penang, Colombo & B'way.
"DONGOLA"	8,083	31st Sept.	Mars. Gib. London & Antwerp.
"SOUTHA"	10,902	5th Oct.	B'way, Mars. Gib. L'don & A'warp.
"KARMALA"	6,696	17th Oct.	S'pore, Penang, Colombo & B'way.
"CALLEDONIA"	9,988	18th Oct.	Mars. Gib. London & Antwerp.
"NELLORE"	7,633	2nd Nov.	do.
"MALWA"	8,853	4th Nov.	do.
"KALYAN"	10,941	16th Nov.	do.
"CHINA"	9,083	30th Nov.	B'way, Mars. Gib. L'don & A'warp.
"SOUHAN"	6,696	13th Dec.	S'pore, Penang, Colombo & B'way.

1924.

"MACEDONIA"	11,089	25th Jan.	MARSEILLES & LONDON
"KASHGAR"	5,240	8th Feb.	via Usual Ports of Call.
"MOREA"	10,511	22nd Feb.	do.
"KARMALA"	9,988	7th March	do.
"NALDERA"	15,893	21st March	do.
"KALYAN"	9,083	4th April	do.
"CHINA"	7,952	18th April	do.

BRITISH INDIA - APCAR SAILINGS

"WARINA"	3,150	18th Aug.	Bangkok Direct.
"JANUS"	4,834	31st Aug.	Singapore, Penang & Calcutta.
"JAPAN"	6,052	4th Sept.	do.

EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	1st Sept.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ARAFURA"	6,000	6th Oct.	do.

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver.
The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for New Zealand and London via Panama Canal.**SAILING TO SHANGHAI & JAPAN**

"MANTUA"	10,902	35th Aug.	Shanghai, Moji, Kobe & Yokohama.
"SICILIA"	6,613	29th Aug.	Shanghai.
"PANDA"	6,956	29th Aug.	Yokohama & Kobe.
"KARMALA"	9,988	31st Sept.	Shanghai, Moji, Kobe & Yokohama.
"ARAFURA"	6,000	11th Sept.	Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must defray their own Hotel expenses at Singapore while waiting the on carrying steamer.
First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Parcels measuring more than 2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.For Further Information Passage Fares, Freight Handbooks, etc., apply to—
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Regular Sailings to Boston and/or New York by fast freight steamers.

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NEW YORK

S.S. "MOORISH PRINCE" ... on 1st September, at Noon.

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FURNESS (FAR EAST) LIMITED,Telephone: Central 3164
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Telegrams (Furness) St. George's Building [2]**O. S. K.**SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore, Colombo, Suez and Port Said."LONDON MARU" ... Sunday, 16th Sept.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—via S'pore, Singapore, Colombo, Durban and Capetown—Passenger Service.
"MEXICO MARU" (Call at Montevideo) ... Friday, 17th Aug.

BOMBAY—fortnightly service via Singapore and Colombo.

"SOMATRA MARU" ... Monday, 20th Aug.
"ARGUN MARU" ... Tuesday, 4th Sept.
SAIGON, BANGKOK, SINGAPORE & DELI—Regular monthly Passenger Service.

"BUSHO MARU" ... Saturday, 1st Sept.

CALCUTTA—Monthly Service via Singapore and Bangkok.

"INDO MARU" ... Wednesday, 15th Aug.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.

AFRICA MARU—Regular monthly service via Japan Ports, San Francisco—Panama and Colon Ports.

"ALASKA MARU" ... Beginning of Aug.

"ATLAS MARU" ... Beginning of Sept.

JAPAN PORTS—Kobe, Yokohama via Shanghai.

"PARIS MARU" (Not Call at Moji) ... Thursday, 16th Aug.

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

"AMAKUSA MARU" ... Wednesday, 22nd Aug. Noon.

TAKAO via SWATOW & AMOY.

"BUSHO MARU" ... Thursday, 16th Aug. 10 a.m.

TAKAO & KEELUNG.

For sailing dates and further particulars please apply to
K. SHIMA, Manager. [9]**C. N. C.**
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure
SWATOW	"CHEKIANG"	On 16th Aug. Noon.
MANILA	"TAMING"	On 15th Aug. 4 p.m.
AMOY & SHANGHAI	"KANCHOW"	On 16th Aug. D.L.
SWATOW & SHANGHAI	"YINGCHOW"	On 16th Aug. 4 p.m.
AMOY, SWATOW & SINGAPORE	"KIUNGCHOW"	On 17th Aug. D.L.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 18th Aug. D.L.
SWATOW & BANGKOK	"KALGAN"	On 18th Aug. 4 p.m.
AMOY & SHANGHAI	"SUNNING"	On 21st Aug. 4 p.m.
HOIHOW, FAKHOI & HAIPHONG	"YUNNAN"	On 22nd Aug. 4 p.m.
MANILA	"TEAN"	On 22nd Aug. 4 p.m.
SWATOW & SHANGHAI	"LIANGCHOW"	On 23rd Aug. 4 p.m.

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai leaving Hongkong Sundays (extending to Fuzhou), Tuesdays and Saturdays (extending to Tsingtao), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

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Telephone Central 33.
(JOHN SWIRE & SONS, LTD.) Agents.

CARGO & "APCAR" CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

(HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.)

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Sarsas, & Aus. Ports
"CHANGSHA"	25th August	29th August, 4 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For freight and passage apply to—
BUTTERFIELD & SWIRE
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Telephone Central No. 33.**STRUTHERS & BARRY**

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.**TO LOS ANGELES AND SAN FRANCISCO**
FROM HONGKONG BY DIRECT ROUTE.

U.S.S.B. "West Chopaka"	... Leave Hongkong 31st Aug.
U.S.S.B. "West Carmona"	... Leave Hongkong 1st Sept.
U.S.S.B. "West Carmona"	... Leave Hongkong 21st Sept.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND PORTS.

TO MANILA, ILOILO, CEBU AND ZAMBOANGA.
U.S.S.B. "West Chopaka" ... Leave Hongkong 15th Aug.
U.S.S.B. "West Carmona" ... Leave Hongkong 15th Aug.**TO MANILA AND SINGAPORE.**
U.S.S.B. "West Carmona" ... Leave Hongkong 19th Aug.
U.S.S.B. "West Carmona" ... Leave Hongkong 21st Aug.
THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.For Full Information Apply to
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K. A. HEYUM, Bm. Agent.**DODWELL & CO., LIMITED****NEW YORK BERTH****For BOSTON & NEW YORK via SUEZ**

S.S. "EGREMONT CASTLE"	... sailing on or about 19th Aug.
S.S. "BOWEN CASTLE"	... sailing on or about 12th Sept.

LLOYD TRIESTINO.

TAKING CARGO FOR GENOA, NAPLES, VENICE, TRIESTE & ALL OTHER ITALIAN PORTS. ALSO CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

PIUMME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS. REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £66.

FOR SHANGHAI, YOKOHAMA & KOBE.

S.S. "ROSANDRA"	... sailing on or about 2nd Sept.
S.S. "VENEZIA"	... sailing on or about 2nd Oct.

FOR BRINDISI, VENICE & TRIESTE

via SINGAPORE, PENANG & COLOMBO.

S.S. "TERREST"	... sailing on or about 2nd Sept.
S.S. "ROSANDRA"	... sailing on or about end of Sept.
S.S. "VENEZIA"	... sailing on or about end of Oct.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hongkong.

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